



Chronology
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Second Sydney Airport—A Chronology

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Second Sydney Airport—A Chronology

Paula Williams
Economics, Commerce and Industrial Relations Group
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Updated by:
Nicholas O'Sullivan
Economics, Commerce and Industrial Relations Group
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Inquiries

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Introduction

Since the 1940s, Federal, State, Coalition and Labor governments have been grappling with the need to build a second Sydney airport. With the growth in the popularity and affordability of air travel, facilities at the existing Kingsford-Smith Airport (KSA), or Mascot as it was called in the early years, are becoming strained. This has manifested itself in costly air traffic delays, where aircraft might be required to circle Sydney skies or wait on runways until landing or take off is possible. Against these restrictions, there has been an apparent decrease in the tolerance of Sydney people to increases in aircraft noise, especially after the construction of the third runway at KSA. In addition, there is a growing concern about the environment and the impact that a new airport would have on local communities.

In dealing with the matter of a second Sydney airport, governments since the 1940s have faced the same issues, *inter alia*:

- whether resources should be put towards a second airport or whether to further develop existing facilities at KSA
- if both further development of KSA and the building of a second airport are to be pursued, which should be given precedence
- finding an appropriate location for a new airport so that:
 - it is appropriate to the needs of an airport that is likely to grow
 - it has a detrimental impact on as few people as possible
 - its impact on the environment, including air and water quality, is minimised.
- determining an appropriate type of development:
 - should a modest general aviation facility be constructed initially which would not be capable of taking large passenger aircraft, or
 - should a facility be constructed to full international airport standards?

It has been a source of great frustration to some politicians, taxpayers, the airlines, the residents of Sydney and surrounding areas, and airport users, that these issues have been examined at great length and cost by successive governments, with seemingly few outcomes. In every post-war decade, governments have studied the airport needs of

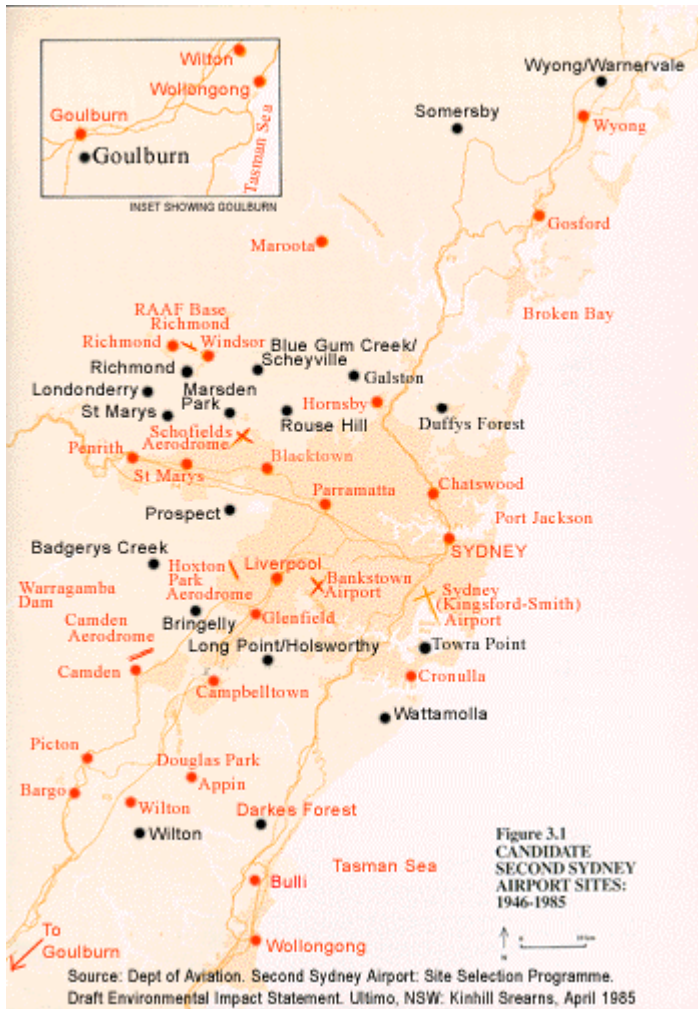
Sydney and possible locations for the second airport. Priorities and locations have been identified. These plans however, have been scuttled or delayed for a variety of reasons including changes of government and funding shortfalls.

From the nineteen sites that have been considered over these years, two remained in discussion in the 1990s, namely Badgerys Creek and Holsworthy. As campaigns against each of these continued to be mounted, discussion continued on a 'Sydney–West' second airport.

In examining the history of this issue it is apparent that while there is almost limitless rhetoric about the urgent need for a second Sydney airport, governments have generally hastened slowly. It is clear that for all the energies and costs that have gone into consideration of a second Sydney airport for decades, a decision, or a plan, seem little closer than they were years ago. It will be up to the reader to determine whether this has been a wise move, or whether this has meant that delays will make the eventual construction of the airport more difficult.

This chronology deals specifically with the issue of a second Sydney airport. While this issue is related to that of the further development of KSA, the chronology does not deal at length with KSA.

Locations of proposed sites for the Second Sydney Airport



[click on map to view larger version](#)

Note: The Gundry Plains site was near Goulburn. There have no additional site suggestions since this map was published.

Source: Department of Aviation. *Second Sydney Airport: Site Selection Programme, Draft Environmental Impact Statement*. Ultimo, NSW: Kinhill Stearns, April 1985.

Chronology

Milestones	Details	Source Documents
<p>1946</p> <p>Investigation into international airport sites</p>	<p>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.</p>	<p>Department of Aviation. <i>Second Sydney Airport. Site selection Programme Draft Environmental Impact Statement</i>. Ultimo, NSW, Kinhill Stearns, April 1985.</p>
<p>15 April 1964</p> <p>Reports of an initial study into the second airport</p>	<p>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.</p>	<p>'Suggestion of new airport', <i>Canberra Times</i>, 15 April 1964.</p>
<p>4 November 1964</p> <p>NSW wants Towra Point in Botany Bay to be the location of the second airport</p>	<p>It is reported that a study undertaken by the NSW government recommends establishing a second airport at Towra Point 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.</p>	<p>'Site for new jet airport is right on our doorstep', <i>Daily Telegraph</i>, 4 November 1965.</p>
<p>24 September 1965</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>January 1969</p> <p>Major Airport Requirements for Sydney</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</p>	<p><i>House of Representatives Hansard</i>, 15 September 1971, p. 1344.</p>

Milestones	Details	Source Documents
Study	location of a second airport. The committee subsequently considers 11 sites: Wyong (North Head and Warnervale), Somersby, Richmond, Badgerys Creek, Fleurs, Marsden Park, Longpoint, Lucas Heights, Duffy's Forest and Wattamolla.	<i>Statement by the Minister for Transport and the Minister for Civil Aviation, The Hon. C Jones, MP, 12 February 1973.</i>
15 September 1971 Government committee recommends a second airport. Commonwealth–State committee to consider sites	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.	<i>House of Representatives Hansard, 15 September 1971, p. 1348.</i>
5 December 1971 Opposition to airport at Somersby	It is reported that 500 people demonstrate against the building of the airport at Somersby.	'500 protest at Gosford', <i>SMH</i> , 6 December 1971.
22 December 1971 Duffy's Forest site ruled out	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.	'No Airport at Duffy's Forest', <i>Telegraph</i> , 23 December 1971.
19 May 1972 Consultants engaged to produce cost/benefit analysis	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.	Senator Robert Cotton, 'Appointment of consultants for Sydney airport. Benefit/Cost study'. <i>Press Release</i> , 19 May 1972.
7 August 1972 Seadrome suggested	It is reported that Mr John Armitage MP advocates an airport at sea—a seadrome.	'Down to earth about an airport at sea', <i>Australian</i> , 7 August, 1972.
2 December 1972 Change of Government	Federal Election. Whitlam ALP Government replaces McMahon LIB-CP Government	<i>Parliamentary Handbook</i> . Canberra, Department of the Parliamentary Library, 1996.

Milestones	Details	Source Documents
<p>July 1973 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>27 August 1973 Cabinet rejects recommendation 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>28 August 1973 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>12 September 1973 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>13 September 1973 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>10 May 1974 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,</p>

Milestones	Details	Source Documents
<p>11 June 1974 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>1974. Galston Airport Protest Committee. <i>Sydney's Airport needs...an outline study: The Spring Report</i>. Galston, NSW, The Committee, 1974.</p>
<p>15 October 1975 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>13 December 1975 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>4 May 1976 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>
<p>6 July 1976 New inquiry into airport needs initiated</p>	<p>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.</p> <p>The group comprises:</p> <p><u>Commonwealth</u></p> <p>Department of Transport</p> <p>Department of Finance</p> <p>Department of Environment, Housing and Community Development</p> <p>Department of Construction</p> <p><u>State</u></p>	<p>'New inquiry on airport sites planned', <i>SMH</i>, 6 July 1976.</p> <p>MANS. <i>What are the major airport needs of Sydney?</i> Canberra, AGPS, 1977.</p>

Milestones	Details	Source Documents
	<p>NSW Planning and Environment Commission State Pollution Control Commission Traffic Authority of NSW Premier's Department</p>	
	<p>The group is to:</p> <ul style="list-style-type: none"> • 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 group should identify where it should be located, when it should be developed, and its role • take into consideration economic, financial social, technical, operational, environmental, land use and community attitudes into its consideration of the use of existing facilities • inform and consult governments, airlines, unions, community organisations and other parties, and • submit an interim report as soon as possible, and a final report by the end of December 1977. 	
<p>3 October 1976 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>27 May 1977 MANS group outlines four zones in which airport could be</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>

Milestones	Details	Source Documents
located		
28 May 1977 Bureau of Transport Economics study shows that KSA could cope	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.	'Mascot can cope, says new report', <i>Australian</i> , 28 May 1977.
1 March 1978 Holsworthy eliminated as a possible site for airport	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.	'Holsworthy rejected as site for airport', <i>SMH</i> , 1 March 1978.
12 June 1978 MANS may recommend second runway	It is reported that the MANS group will recommend the building of a third runway over the construction of a second airport.	'Sydney misses out on second airport', <i>Australian</i> , 12 June, 1978.
1 November 1978 MANS reports issued	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.	'New site of new runway proposed', <i>SMH</i> , 1 November 1978.
28 May 1978 Opposition to KSA extensions	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.	'Opposition to Sydney airport extension', <i>Canberra Times</i> , 28 May 1979.
20 December 1979 Commonwealth members of MANS release preliminary report. Recommend third runway and second airport at Badgerys Creek, if needed.	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 Badgerys Creek. The NSW Minister for Planning and Environment, Mr Landa, refuses to accept the recommendation of a third runway at KSA.	'Sydney airport and the community', <i>News Release</i> , The Hon. Ralph J. Hunt, MP, Federal Minister for Transport. 16 October 1981 81/1708. 'NSW and C'wealth still argue over second airport', <i>AFR</i> , 20 December 1979.
8 October 1980	With a federal election imminent, it is reported that the Opposition leader Mr Hayden pledges that a Labor	'Challenges fly over airport site', <i>Daily</i>

Milestones	Details	Source Documents
Labor pledges second airport	government would build a second airport near Sydney.	<i>Telegraph</i> , 8 October 1980.
20 February 1981	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.	'Wran calls for airport decision', <i>SMH</i> , 20 February 1981.
Premier urges a decision		
15 April 1981	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.	Prime Minister, 'MANS Study (Letter to NSW Premier)', 15 April 1981.
Prime Minister invites NSW to participate in process		
22 May 1981	The Government reiterates its decision that the second airport will not be built at Holsworthy. It claims the site is unsuitable because of:	Telegram from Minister for Transport the Hon. R. Hunt to the Hon. Les Johnson, MHR for Hughes, Opposition Whip, 22 May 1981.
Government confirms that airport will not be at Holsworthy	<ul style="list-style-type: none"> • its proximity to Lucas Heights • its susceptibility to fogs • the possibility of contaminating Worona catchment area • the danger of unexploded shells • resultant air traffic congestion in the Sydney region, and • the impairment of many communities. 	
22 July 1981 NSW rejects third runway	It is reported that the Premier of NSW, Mr Wran, rejects the Commonwealth's proposals regarding the third runway.	'Airport: Wran volleys to Fraser', <i>SMH</i> , 11 July 1981.
22 July 1981 Commonwealth condemns NSW's rejection of third runway	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.	Ralph J. Hunt, Federal Minister for Transport. 'Premier Ignores Facts', <i>News Release</i> , 81/1650, 22 July, 1981.
		'Sydney Airport', Prime Minister, 22 July 1981.
16 October 1981	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.	Ralph J. Hunt, Federal Minister for Transport, 'Sydney

Milestones	Details	Source Documents
Commonwealth refuses to name a site without NSW cooperation		airport and the community', <i>News Release</i> , 16 October 1981. 81/1708.
7 October 1982 Commonwealth announces third runway construction	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.	'New runway pledge: jobs and less noise', <i>SMH</i> , 8 October 1982.
22 August 1982 Delays at KSA involving large costs	The Minister for Aviation Mr Fife claims that delays at KSA are costing as much as \$30m a year.	The Hon. Wal Fife, MP, 'Airport capacity in Sydney', <i>News Release</i> , 23 August 1982, 82/58.
5 March 1983 Change of Government	Federal Election. Hawke ALP Government replaces Fraser LIB – NCP Government.	<i>Parliamentary Handbook</i> . Canberra : Department of the Parliamentary Library, 1996.
27 September 1983 Second Sydney Airport Site Selection Programme commences	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.	'Second Sydney airport site', <i>News Release</i> , Minister for Aviation, 27 September, 1983.
13 February 1984 Commonwealth study into aviation needs of Sydney	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.	'General Aviation Study for Sydney region', <i>Department of Aviation Information Press Release</i> , 13 February 1984, 84/009.
18 September 1984 Sites for second airport narrowed down	The Minister for Aviation, Mr Beazley, announces that the sites being considered for the second airport have been narrowed down to Wilton and Badgerys Creek. Sites that had also been considered included Bringelly, Darkes Forest, Gundry Plains near Goulburn, Holsworthy, Londonderry, Scheyville, Somersby, and Warnervale.	The Hon. K Beazley, MP, Minister for Aviation, 'Wilton and Badgerys Creek selected for further study as location for SSA. <i>News Release</i> , 18 September 1984, 84/79.

Milestones	Details	Source Documents
22 March 1985 Minister expects decision on site soon	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</i> [sic].	<i>House of Representatives Hansard</i> , 25 March 1985, p. 806.
3 May 1985 Proposed layouts for two sites released	The Minister for Aviation, Mr Morris, releases for public comment the proposed layouts for the second airport at Badgerys Creek and Wilton.	The Hon. Peter Morris, MP, Minister for Aviation, 'Minister previews proposed second Sydney airport layouts', <i>News Release</i> , 3 May 1985, 85/014.
12 June 1985 Draft EIS released	A draft Environmental Impact Statement on the Wilton and Badgerys Creek sites is released for public comment.	The Hon. Peter Morris, MP, 'Minister releases environment study on second Sydney airport sites', <i>News Release</i> , 12 June 1985. 85/026,
16 July 1985 Opposition prefers third runway	The Opposition confirms its policy that in government it would develop the third runway before commencing to construct the second airport.	Bruce Lloyd, MP, Shadow Minister for Aviation, 'Mascot priority over second Sydney airport', <i>News Release</i> , 16 July 1985.
2 December 1985 Decision on site close	The environmental assessment of the Badgerys 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.'	The Hon. Peter Morris, MP, Minister for Aviation. 'Second Sydney airport supplement released'. <i>News Release</i> , 2 December 1985.
10 December 1985 Cabinet defers decision	It is reported that after an hour's debate, Cabinet defers its decision regarding the location of the second airport until the following Monday.	'Airport site choice delayed', <i>SMH</i> , 10 December 1985.
16 December 1985 Cabinet defers decision	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.	'Cabinet again grounds airport decision', <i>AFR</i> , 16 December 1985.
17 February 1986 Badgerys Creek	The Government announces that Badgerys 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.	The Hon. Peter Morris, MP, Minister for Aviation 'Second Sydney airport site announced', <i>News</i>

Milestones	Details	Source Documents
announced		<i>Release</i> , 17 February 1986.
20 August 1986 Additional measures announced to help Badgerys Creek landowners	A number of Badgerys 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.	The Hon. Tom Uren, MP, Minister for Local Government and Administrative Services 'Second Sydney Airport', <i>Media Statement</i> , 20 August 1986.
12 April 1988 Calls for third runway at KSA	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.	'Call for third Sydney runway', AFR, 12 April 1988.
November 1988 Report finds that third runway or second airport necessary as soon as possible	The report of the Joint Commonwealth–New South Wales Government task force is published. In the Summary of Findings, the report states: The planning and construction of a third runway at KSA and/or the development of Badgerys Creek should proceed as a matter of priority.	Joint Commonwealth/New South Wales Government Task Force. <i>The Airport Needs of the Sydney Basin</i> . The Committee, November 1988, p. 1.
8 November 1988 Transport Minister proposes fast tracking Badgerys Creek	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.	'Second airport in three years', <i>Daily Telegraph</i> , 8 November 1988.
7 December 1988 Senate Committee recommends third runway after second airport	The Senate Standing Committee on Transport, Communications and Infrastructure tables its report. The report views the third runway at KSA as a possibility after Badgerys Creek becomes operational.	SSCTCI, <i>The Adequacy of International Terminal and Aircraft Handling Facilities at Sydney Airport</i> , Canberra, Senate, December 1988.
8 December 1988 NSW report	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.	Garry West, Chief Secretary and Minister for Tourism, <i>Press Release</i> , 8 December 1988.

Milestones	Details	Source Documents
<p>finds third runway not immediately necessary</p> <p>13 December 1988</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>12 February 1989</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 Badgerys 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>7 March 1989</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>10 March 1989</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>14 March 1989</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>21 March 1989</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>22 March 1989</p> <p>Decision to build</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</p>	<p>The Hon. Bob Hawke, MP, <i>Joint statement from the Prime Minister and</i></p>

Milestones	Details	Source Documents
third runway announced	Impact Statement (EIS)) and to begin the development of a second airport at Badgerys 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.	<i>the Minister for Transport and Communications the Hon. Ralph Willis</i> , 22 March 1989.
25 March 1989 Minister to be moved	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.	'Punch to get new job: Hawke', <i>Age</i> , 25 March 1989.
28 March 1989 Minister resigns	Gary Punch, resigns from the Ministry, and vows to lead the public fight against the third runway at KSA.	'I quit to fight runway: Punch', <i>Daily Telegraph</i> , 29 March 1989.
7 December 1989 Cemetery at Badgerys Creek may delay construction	It is reported that laws pertaining to restrictions on the exhumation of bodies may delay the moving of a cemetery in the Badgerys 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.	'New airport shatters peace of the dead', <i>SMH</i> , 7 December 1989. 'Collins has bodies moved in secret', <i>SMH</i> , 18 January 1990.
20 February 1990 Opposition policy-KSA to have precedence over second airport	The Opposition releases its aviation and tourism policy which states: While compensation to land holders at Badgerys 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.	Liberal Party of Australia/National Party. <i>Tourism Action Plan</i> , March 1990, p. 2.
May 1990 Preliminary design work commissioned	The Government commissions the Federal Airports Corporation to arrange preliminary design work for general aviation facilities at Badgerys Creek.	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.
19 September 1990 Study says second airport not viable	It is reported that the EIS on the third runway casts doubt on the viability of a second airport at Badgerys Creek, and claims that several million additional passengers a year would be needed to secure its viability.	'Second airport not viable', <i>Australian</i> , 19 September 1990.

Milestones	Details	Source Documents
<p>19 December 1990</p> <p>Some work at Badgerys Creek starts</p>	<p>Work on road infrastructure at Badgerys 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 Badgerys Creek infrastructure', <i>Media Release</i>, 19 December 1990, 285/90.</p>
<p>30 April 1991</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>'Badgerys 'not needed until 2014', <i>The Bulletin</i>, 30 April 1991.</p>
<p>14 November 1991</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 Badgerys 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>14 November 1991</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 Badgerys Creek, rather than a domestic and international airport.</p>	<p>'Badgerys lobby to challenge decision', <i>Australian</i>, 14 November 1991.</p>
<p>11 December 1991</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 Badgerys 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 Badgerys Creek airport', <i>AFR</i>, 11 December 1991.</p>
<p>3 June 1992</p> <p>Parliamentary Committee to examine second airport plans</p>	<p>The House of Representatives refers the proposed construction of Stage 1 of Badgerys 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 Badgerys Creek Airport Development Stage 1</i>. Canberra, Parliament: 1992.</p>
<p>26 June 1992</p> <p>Construction at</p>	<p>It is reported that Senator Collins, the Minister for Transport and Communications, turns the first sod at Badgerys Creek to symbolise the commencement of stage one of construction.</p>	<p>'Badgerys Ck airport work starts', <i>SMH</i>, 27 June 1992.</p>

Milestones	Details	Source Documents
Badgerys Creek commences		
31 August 1992 Local government wants international standard airport	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).	'Badgerys Creek plan wasteful—councils', <i>SMH</i> , 31 August 1992.
16 December 1992 Parliamentary committee recommends larger airport possibly privately financed	The Public Works Committee tables in Parliament its report on Badgerys 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.	Parliamentary Standing Committee on Public Works, 'Public could fund Badgerys Creek airport development', <i>Media Release</i> , 16 December 1992.
17 December 1992 Construction of general aviation airport approved by Parliament	The Minister for Shipping and Aviation Support announces that Federal Parliament had approved the first stage of the airport at Badgerys 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.	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.
11 February 1993 Opposition policy to develop second airport to full international standard	John Hewson, leader of the Opposition, says that in Government, the Opposition would fast track the approval of the development of Badgerys Creek as a major airport. Development would be by the private sector in association with local authorities.	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.
9 September 1993 Report says international airfreight not viable at second airport in the short term	The Minister for Transport and Communications, Senator the Hon. Bob Collins, reaffirms the Government's commitment to a staged development of Badgerys 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.	The Hon. Bob Collins, MP, Minister for Transport and Communications, 'Federal Government reaffirms support for Badgerys Creek airport', <i>Media Release</i> , 9 September 1993, 70/93.

Milestones	Details	Source Documents
<p>October 1993 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>12 November 1993 Airport conference</p>	<p>It is reported that the issue of fast tracking Badgerys Creek to enable it to receive international air freight is a focus of a conference entitled 'Badgerys Creek International Airport'.</p>	<p>'Airport economic impact study urged', <i>AFR</i>, 12 November 1993.</p>
<p>24 January 1994 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 Badgerys 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 Badgerys Creek airport', <i>News Release</i>, 24 January, 1994, T1/94.</p>
<p>4 May 1994 Badgerys Creek plans extended</p>	<p>Minister Brereton announces that Badgerys 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 Badgerys Creek and KSA.</p>	<p>The Hon. Laurie Brereton, MP, Minister for Transport and Industrial Relations. 'Development of Badgerys Creek airport to be accelerated', <i>News Release</i>, 4 May, 1994, T27/94.</p>
<p>4 November 1994 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>December 1994</p>	<p>The Taskforce examines the adequacy of aviation infrastructure for 1995–96 to 2014–15. On the basis of higher</p>	<p>Bureau of Transport and Communications</p>

Milestones	Details	Source Documents
National Transport Planning Taskforce reports	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.	Economics, <i>Working Paper 14.4 Adequacy of Transport Infrastructure Airports</i> . Canberra, The Bureau, December 1994.
5 December 1994 Parliamentary Committee finds that the second airport necessary in time for the Olympics	<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 style="padding-left: 40px;">...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 style="padding-left: 40px;">...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>	HoR 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.
10 December 1994 Private investment in airport urged	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 Badgerys Creek airport in order to further accelerate development.	'Support grows for second airport proposal', <i>Australian</i> , 10 December 1994.
22 January 1995 EIS on Badgerys Creek	The Minister for the Environment, Senator the Hon. John Faulkner, announces the commencement of a comprehensive EIS on the airport at Badgerys Creek. No work of any environmental significance will be undertaken until the EIS is complete.	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.
22 January 1995 Little done at Badgerys Creek	It is reported that there has been little or no development at Badgerys Creek. Construction works to date include a 'token' swimming pool size sedimentation pond, a short service road, and abandoned work sheds.	'Snail's pace on Badgerys 'fast track'', <i>Sun Herald</i> , 22 January 1995.
21 March 1995	It is reported that three new environmental studies on the	'Badgerys gets into

Milestones	Details	Source Documents
Additional studies on Badgerys Creek	effect of the airport at Badgerys 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.	high gear', <i>SMH</i> , 21 March 1995.
10 May 1995 Funding allocated for international standard airport	It is reported that the Budget includes plans and funding to extend the proposed runway at Badgerys 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.	'\$610m to get Badgerys Creek ready for Games', <i>SMH</i> , 10 May 1995.
14 April 1995 Premier proposes corporation	It is reported that the Premier of NSW, Mr Carr, proposes the establishment of a planning and development corporation to oversee the Badgerys Creek airport. The body would be called the 'Sydney West Airport Development Corporation'.	'New corporation to oversee Badgerys plan', <i>SMH</i> , 14 April 1995.
9 May 1995 Budget provides for substantial work on airport	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.	The Hon. Laurie Brereton, MP, Minister for Transport. 'Budget 1995/96 Transport portfolio', <i>News Release</i> , 9 May 1995.
28 June 1995 Access roads to be upgraded	Minister Brereton announces that work is to start on the upgrading of Elizabeth Drive, the main access road to the airport at Badgerys Creek.	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.
10 July 1995 Qantas to resist moves to Badgerys Creek	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 Badgerys Creek.	'Badgerys Creek move to cost Qantas \$1bn: report', <i>SMH</i> , 10 July 1995.
21 November 1995 Funding for airport becomes unavailable	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 Badgerys Creek would be delayed, and the airport would not be ready for the Sydney Olympics.	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.

Milestones	Details	Source Documents
<p>30 November 1995</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"> • 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 • that the Commonwealth and NSW Governments co-operate as a matter of urgency in the construction of a rail link to the airport • that the NSW Government should develop a timetable for the provision of other infrastructure requirements at SWA (including an aviation fuel pipeline) • that the Government investigate the use of economic incentives such as differential landing charges to encourage airlines to use Sydney West Airport, and • 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. 	<p>T92/95.</p> <p>Senate Select Committee on Aircraft Noise in Sydney. <i>Falling on deaf ears?</i> Canberra: The Committee, November 1995.</p>
<p>1 December 1995</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 Badgerys 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>22 January 1996</p> <p>EIS on Badgerys Creek ordered</p>	<p>The Minister for the Environment orders a full EIS on the Badgerys 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>29 January 1996</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 style="padding-left: 40px;">The Coalition is committed to building a second major airport</p>	<p>'Putting people first: The Coalition's policy on Sydney Airport and Sydney West Airport', 29 January 1996.</p>

Milestones	Details	Source Documents
	<p>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>February 1996 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>2 March 1996 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>22 May 1996 Holsworthy included in EIS</p>	<p>The Minister for Transport, the Hon. John Sharp, MP, extends the terms of reference for the Environmental Impact Statement on Badgerys 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>20 August 1996 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 Badgerys Creek and Holsworthy, and to manage the Badgerys 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>17 September 1996 Badgerys Creek</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</p>	<p>House of Representatives Hansard, 17 September 1996,</p>

Milestones	Details	Source Documents
has cost almost \$132 million	property acquisition at Badgerys Creek.	p. 4495
6 November 1996 Design options released for public comment	The Government releases details of five design options for the airport at Badgerys Creek or Holsworthy, developed by the EIS team.	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.
5 December 1996 Land near Badgerys Creek sold by the Government	The Shadow Minister for Transport, Mr Lindsay Tanner, MP, issues a press release which comments on the sale of a substantial piece of Commonwealth land near the Badgerys Creek site. There is speculation that this is an indication that the Government had decided not to proceed with the airport development.	Mr Lindsay Tanner, MP, Shadow Minister for Transport 'Badgerys Creek land sold', <i>Media Release</i> , 5 December 1996.
19 March 1997 Master plans released	The Government releases preliminary master plans for the proposed airport at Badgerys Creek or Holsworthy. The plans set out broad frameworks for the long term development of the airport.	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.
30 June 1997 EIS completed	It is reported that Transport Minister, the Hon. John Sharp, MP, receives the draft EIS for Holsworthy and Badgerys Creek. The statements are to be released for public comment.	'Minister sees EIS on airport', <i>Australian</i> , July 1, 1997.
26 July 1997 Holsworthy to go on Register of the National Estate	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.	'New impediment to Holsworthy', <i>Canberra Times</i> , 26 July, 1997, p. 3.
3 September 1997 Holsworthy eliminated as a potential location	The Government announces that it has eliminated the Holsworthy site as a potential location of the airport on environmental grounds. Environmental assessment of the Badgerys Creek site is to continue.	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

Milestones	Details	Source Documents
<p>12 October 1997 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>1997, TR114/97. 'Airlines push for fourth runway', <i>Sun-Herald</i>, 12 October 1997.</p>
<p>22 December 1997 Draft EIS released. Decision to be made after process completed</p>	<p>The Federal Minister for Transport, the Hon. Mark Vaile, MP, releases the draft EIS into Badgerys 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. The Hon. Mark Vaile, MP, Minister for Transport and Regional Development, <i>Media Release</i>, 21 December 1997, T20/97.</p>
<p>16 January 1998 Audit of draft EIS finds many problems</p>	<p>The Auditor's Report on the draft EIS for Badgerys 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>1 February 1998 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 Badgerys Creek. The group is to:</p> <ul style="list-style-type: none"> • turn every Labor MP and candidate's office into an Anti-Badgerys Creek Airport Campaign Office • create a Task Force to coordinate activities with the Alliance of Western Sydney Mayors and other anti-airport community groups • form an alliance with concerned trade unions • establish a letter writing campaign. 	<p>Labor Against Badgerys (LAB), Labor forms 'LAB' group to fight Badgerys Creek airport, <i>Press Release</i>, 1 February 1998.</p>
<p>23 March 1998 State Cabinet rejects the EIS</p>	<p>It is reported that State Cabinet has rejected the Badgerys 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>30 March 1998 Opposition calls</p>	<p>Subsequent to the audit of the EIS on Badgerys Creek, the Shadow Ministers for Transport and Environment call for the</p>	<p>Lindsay Tanner, MP, and Duncan Kerr, MP, 'Badgerys Creek</p>

Milestones	Details	Source Documents
for EIS problems to be addressed	Government to address the criticisms outlined in the audit report, and to extend the public consultation process for the EIS.	Airport', <i>Media Release</i> , 30 March 1998.
3 June 1998 Local councils vow to fight Badgerys Creek airport	In an about face from their earlier support of the airport, the Western Sydney Alliance of Councils announces that it is committed to fighting the proposed airport at Badgerys Creek. The Alliance states that, with both major parties broadly supportive of the airport, in an election, it would support an alternative anti-airport candidate.	Western Sydney Alliance. 'Council Alliance puts Badgerys on election agenda', <i>Media Release</i> , June 3, 1998.
30 June 1999 Release of final EIS	Minister for Transport and Regional Services officially releases final EIS into Second Sydney Airport at Badgerys Creek.	Commonwealth Department of Transport and Regional Services, Media Release, 30 June 1999.
July 1999 Release of Environment Australia's <i>Environment Assessment Report</i>	Environment Australia releases <i>Proposed Second Sydney Airport at Badgerys Creek. Environment Assessment Report</i> . Report reveals a high potential for long-term and short-term damage for area under assessment.	http://www.ea.gov.au/assessments/epip/notifications/ssa/assessmentreport/pubs/executivesummary.doc
3 September 1999 Outcome of the review of the EIS	Minister for Environment and Heritage, Senator the Hon. Robert Hill, announces that he has completed a review of the EIS, saying that there is no insurmountable environmental issue that would prevent the project from proceeding.	Senator the Hon. Robert Hill, Media Release, 3 September 1999.
29 March 2001 Sale of Sydney (Kingsford-Smith) Airport	The Federal Government decides to sell the lease to operate Sydney (Kingsford-Smith) Airport during the second half of the year.	Hon. John Anderson and Senator the Hon. Rod Kemp Media Release, 29 March 2001
24 September 2001 Deferral of sale of KSA	Minister for Finance and Administration, the Hon. John Fahey, MP, announces the deferral of the sale of Sydney airport following the terrorist attacks in New York and Washington.	Minister for Finance and Administration, Media Release, 24 September 2001.

A listing of reports on the selection of the Second Sydney Airport

(Chronological arrangement)

- 1973 Commonwealth / State Committee Planning Sydney Airports. *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.* s.l. : Environmental Study Group, July 1973.
- 1973 Commonwealth / State Committee Planning Sydney Airports. *Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 Part B2 Specialist Opinion Statements Site 2 Wattamolla.* s.l.: Environmental Study Group, July 1973.
- 1973 Commonwealth / State Committee Planning Sydney Airports. *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.* s.l.: Environmental Study Group, July 1973.
- 1973 Commonwealth / State Committee Planning Sydney Airports. *Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 – Part B4 Specialists Opinion Statements Site 4 - Bringelly.* s.l.: Environmental Study Group, July 1973.
- 1973 Commonwealth / State Committee Planning Sydney Airports. *Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 Part B5 Specialists Opinion Statements Site 5 Badgerys Creek.* s.l.: Environmental Study Group, July 1973.
- 1973 Commonwealth / State Committee Planning Sydney Airports. *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.* s.l.: Environmental Study Group, July 1973.
- 1973 Commonwealth / State Committee Planning Sydney Airports. *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.* s.l.: Environmental Study Group, July 1973.
- 1973 Commonwealth / State Committee Planning Sydney Airports. *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.* s.l.: Environmental Study Group, July 1973.

- 1973 Commonwealth / State Committee Planning Sydney Airports. *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.* s.l.: Environmental Study Group, July 1973.
- 1973 Commonwealth / State Committee Planning Sydney Airports. *Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 – Part B10 Specialist Opinion Statements Site 10 Richmond.* s.l.: Environmental Study Group, July 1973.
- 1973 Commonwealth / State Committee Planning Sydney Airports. *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.* s.l.: Environmental Study Group, July 1973.
- 1973 Commonwealth / State Committee Planning Sydney Airports. *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.* s.l.: Environmental Study Group, July 1973.
- 1973 Commonwealth / State Committee Planning Sydney Airports. *Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 Part B13 Specialists Opinion Statements Site 13 Galston.* s.l.: Environmental Study Group, July 1973.
- 1973 Commonwealth / State Committee Planning Sydney Airports. *Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 Part B14 Specialists Opinion Statements Site 14 Somersby.* s.l.: Environmental Study Group, July 1973.
- 1973 Commonwealth / State Committee Planning Sydney Airports. *Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 Part B15 Specialists Opinion Statements Site 15 Wyong.* s.l.: Environmental Study Group, July 1973.
- 1973 Commonwealth / State Committee Planning Sydney Airports. *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.* s.l.: Environmental Study Group, July 1973.
- 1973 Commonwealth / State Committee Planning Sydney Airports. *Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 Summary Report.* s.l.: Environmental Study Group, July 1973.
- 1974 Galston Airport Protest Committee. *Sydney's Airport needs...an outline study: The Spring Report.* Galston, NSW: The Committee, 1974.

- 1977 Major Airport Needs of Sydney. *What are the major airport needs of Sydney?* Canberra: AGPS, 1977.
- 1977 Major airport needs of Sydney. W.D. Scott & Co.; R. Travers Morgan Pty Ltd.; Coopers and Lybrand Services. *Approach to economic evaluation. Consulting assistance on economics finance access and urbanisation ; Paper ECON-1* [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. *Outline specification for the financial model. Consulting assistance on economics finance access and urbanisation ; Paper FIN-2* [s.l.] : W.D. Scott, 1977.
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