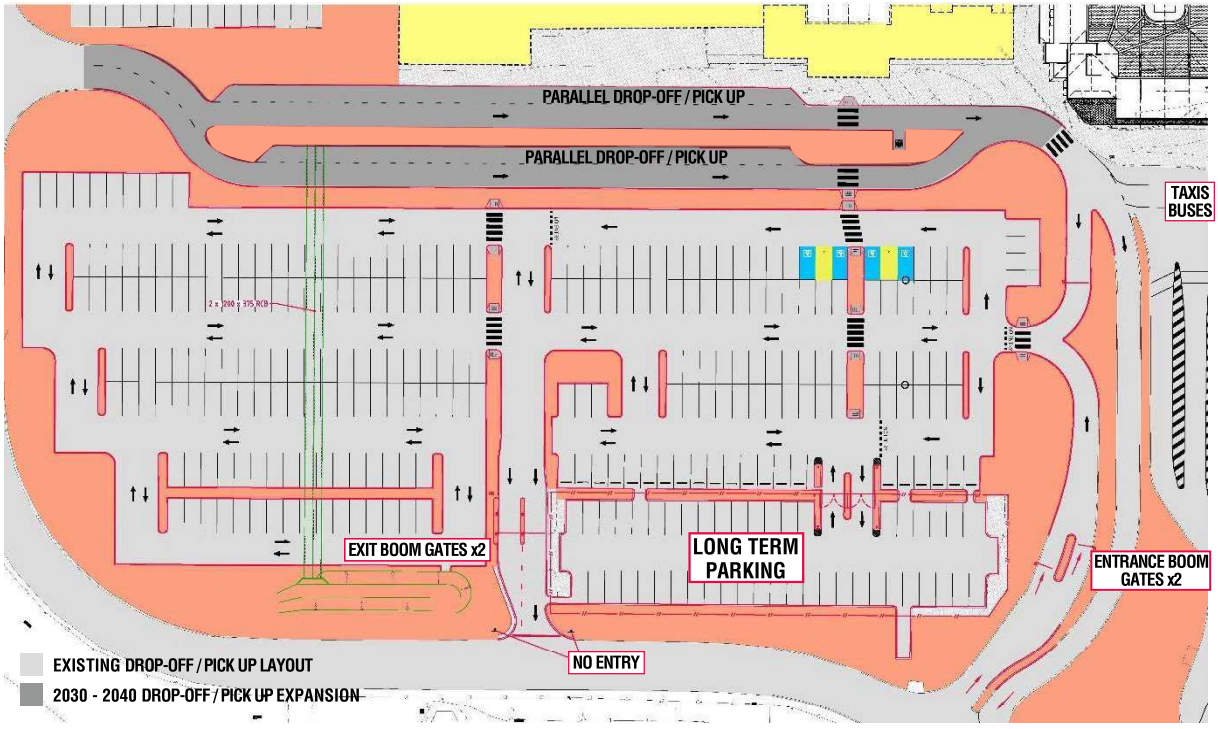


Carparking - Ultimate Development

Ensuring access to our Airport

The current situation

The Airport is highly accessible to residents and tourists alike – less than a ten-minute drive from anywhere within urban Broome. Uniquely, one can easily walk to the airport terminal from the town centre (Chinatown) as well as from tourist accommodation in the mixed-use area bounded by Frederick and Hamersley Streets.

The main Airport entrance giving access to the terminal precinct for airline passengers is on the southern side, off MacPherson and Coghlan Streets. The latter joins Frederick Street, which is a section of Broome's main route between Cable Beach and Chinatown. The entrance to the northern general aviation (GA) precincts is off Old Broome Road, along Gus Winckel Drive. The intersection was upgraded in 2020.

This Master Plan aims to integrate Airport development with Broome's transport strategy, allowing staged growth in facilities while ensuring we provide an efficient, clear, and flexible traffic flow around the Airport, adequate car parking and effective pick-up and drop-off services.

Addressing access to the Airport

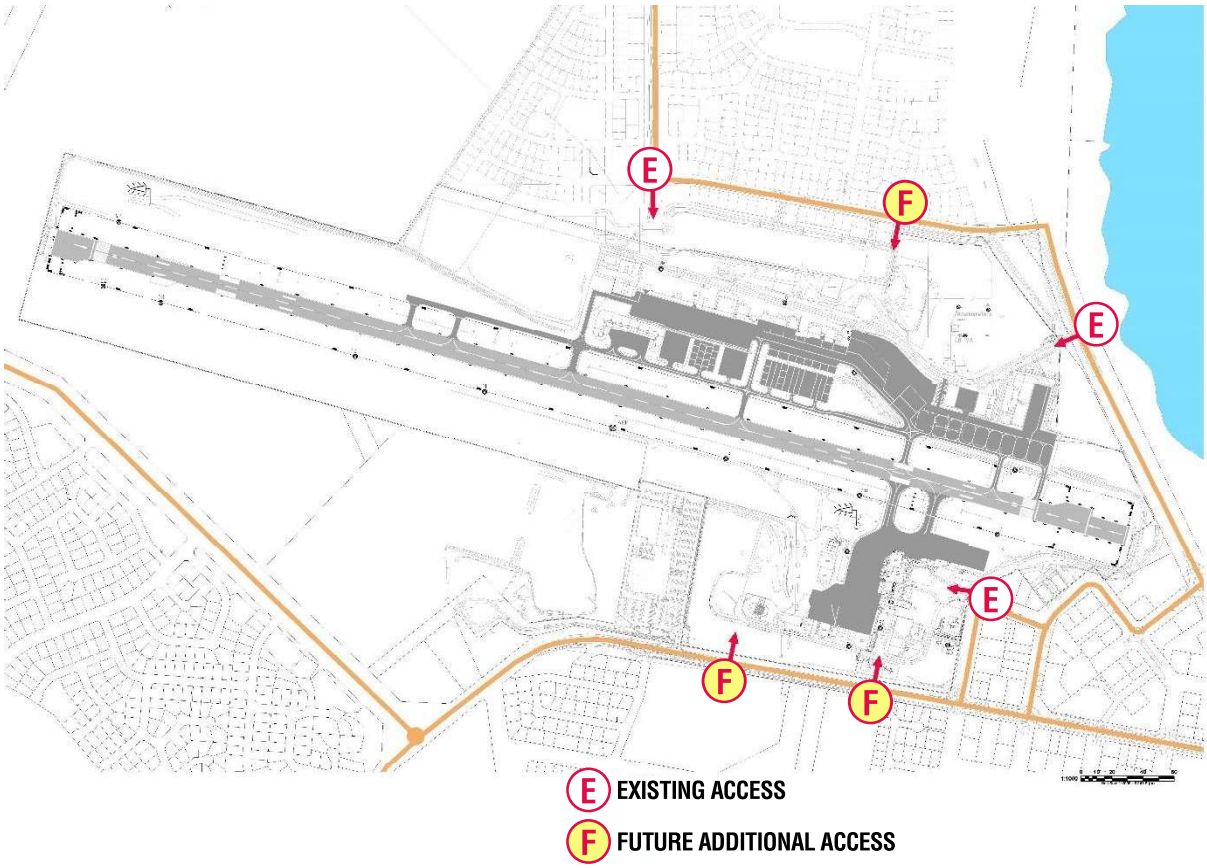
Our planning for 2040 is largely based on the current mix of vehicles using the Airport, with room for change and movement to meet different modes of travel.

The town site road network has enough access to the Airport to meet the forecast demand to 2031[4] and with some road and intersection upgrades, through to 2051. There could be some areas of local congestion and we propose addressing these with localised road

improvements and provide additional accesses to the town site road network. An additional entrance to the southern side of the Airport will be constructed off Frederick Street to link into the southern RPT precinct; a further entrance will be constructed as part of the Frederick Street commercial development to link to the Airport fuelling facilities and enable access by fuel trucks to minimise their use of McPherson Street.

On the northern side, Jigal Drive has been extended south from Sandpiper Avenue to connect to the north-western GA precinct, control tower, fire station, and RFDS facility. A connection from Sandpiper Avenue to the airport construction and storage areas is provided via Nalena Road.

The traffic forecast shows that the overall road network for Broome can accommodate the long-term future traffic flows to beyond 2051 with the Airport remaining on its existing site.



Airport Access - Ultimate Development

Commercial Development

We will continue to invest in commercial projects using Airport land not earmarked for aeronautical use. In determining future development, we intend to apply the principle of 'highest and best use'. Investment in commercial projects is in addition to the investment required for Airport infrastructure.

We propose developing the frontage along Frederick Street from the Boulevard Shopping Centre to Herbert Street. This land is identified as "Service Commercial" under the LPS6. Most of the land has the appropriate zoning and subdivision approvals allowing for a variety of permitted and discretionary uses including fast food, car yards, bulky goods and showroom type development.

Environmental

We are committed to 'sustainable business practices' in everything we do at the Airport, from the way we work every day to our initiatives to protect the environment for future generations.

BIA recognises the impact that carbon emissions are having on the global climate and the importance to reduce emissions arising from BIA's operations. Accordingly, BIA is committed to best practice emissions reporting and reducing carbon emissions across our operations, including by engaging with relevant stakeholders to help reduce carbon emissions.

We work hard to minimise the impact of our Airport operations and expansion plans on our environment – with a focus on:

- monitoring, managing, and minimising our impact on climate change
- reduction of the total carbon footprint of Broome International Airport
- working with airlines and Airservices Australia to understand improvements to rotary and fixed wing aircraft emission and noise profiles
- minimising ground-based noise and emissions
- maintaining and protecting air, water, soil and groundwater quality
- protecting our coastal marine environment, including Roebuck Bay, by managing stormwater
- identifying and managing areas of historical soil and groundwater contamination
- managing and, where possible, reducing and recycling our waste
- managing fuel, chemicals, waste, wastewater, and hazardous materials to prevent release into the environment
- protecting the biodiversity, flora and fauna of our natural environment
- protecting our Commonwealth, State, and aboriginal cultural heritage
- reducing energy consumption and, where possible, implementing alternative energy sources including solar
- incorporating low-energy, water-wise and sustainability initiatives in designing new buildings and infrastructure

There are no ecologically significant areas defined on airport land under State or Commonwealth legislation. However, the Roebuck Bay area, situated to the east of the airport, is recognised as being of international importance and is subject to three international treaties: The Ramsar Convention (Ramsar), Japan-Australia Migratory Bird Agreement (JAMBA) and China-Australia Migratory Bird Agreement (CAMBA).

Stormwater drainage within the Airport primarily discharges into Dampier Creek via a series of detention basins designed to capture first flow and provide the opportunity for suspended

solids to settle out prior to discharge downstream. A limited amount of drainage runoff is to the west and is captured in a significant size detention basin on the east side of Gubinge Road. Surface drainage from southern RPT apron and Terminal precincts discharges into the Frederick Street Drain on the south side of the Airport and ultimately into Dampier Creek.

The intensity and amount of rainfall is high during the summer wet season in Broome. This necessitates the installation of significant drainage infrastructure, including large open drains, compensating basins and drainage swales to accommodate stormwater run-off more than the infiltration capacity of the soils. A significant upgrade of drainage on the northern side was undertaken in 2013-14, and the undergrounding of the Frederick Street drain was completed in mid-2016.

Implementing our Master Plan

We propose to implement this Master Plan with the following stages:

- Stage 1: current to 2025
- Stage 2: 2025 to 2030
- Stage 3: 2030 to 2040

Airport Layout 2020

Stage 1: 2020 to 2025

The Mechanical Workshop and aircraft toilet dump will be relocated which will enable the westerly extension of the RPT Apron. This will enable the construction of an additional 737-8 parking bay whilst increasing the aircraft to terminal separation distance across existing RPT Bays 1, 2 & 3. The additional RPT bay will provide greater flexibility to scheduling of RPT flights and the retention of aircraft on bay should the operational situation require. An asphalt surface to all the apron area will be part of these works.

We extended the departures Check-in Hall during 2020 to accommodate infrastructure for increased security requirements and customer safety and comfort. The Departures area was also marginally extended to increase capacity and improve customer circulation and comfort.

Car parking layout will be reconfigured to provide the oppurtunity for the introduction paid short-term parking to supplement the current paid long-term parking facilities.

The Gus Winckel Road and Frederick Street Commercial Areas will be further developed throughout this period commensurate with demand.

Airport Layout 2025

Stage 2: 2025 to 2030

The existing departures terminal complex will be reconfigured to improve passenger flow and increase the retail opportunities throughout the terminals.

The Airport Administration Office and the Hire Car wash down facilities will be relocated to free up the area for the redevelopment of the terminal car parking and improve the amenity of the area.

We have made provision for a modest increase in the western extension to the Northern Apron to accommodate additional light aircraft with the opportunity for additional hangars as and when the current GA apron/hangar capacity is fully utilised.

Towards the latter part of this stage there is the strong likelihood that the RPT apron will be extended to its final configuration and the Terminal Walkway constructed. This will provide 6 unrestricted B737-8 stand positions an increase from the current 3 unrestricted and 1 restricted B737-8 stand positions.

The additional B737-8 stand positions will provide capacity and flexibility to accommodate international, domestic and freight operations for aircraft of a size up to B737-8/A320.

Further development within the Frederick Street and Gus Winckel Road Commercial Areas is possible.

Airport Layout 2030

Stage 3: 2030 to 2040

Taxiway Foxtrot on the north side of the runway will be extended, and connected to, the western end of the runway. The western portion of this taxiway will be constructed to Code C standards enabling greater usability of the runway.

We have made provision for a further modest increase to the western end of the Northern Apron subject to demand as well as further development within the Frederick Street and Gus Winckel Road Commercial Areas. A second asphalt overlay to the runway and the construction of sealed shoulders will also be undertaken during this period.

Airport Layout 2040

BROOME INTERNATIONAL AIRPORT

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