

LOGOS



SYDNEY FLIGHT TRAINING CENTRE

REQUEST FOR STATE SIGNIFICANT DEVELOPMENT DECLARATION



PREPARED FOR

**LOGOS PROPERTY IN PARTNERSHIP WITH CAE INC
AND QANTAS AIRWAYS LIMITED**

MAY 2022

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	David Hoy
Associate Director	Erin Dethridge
Project Code	P00038875
Report Number	Final

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Pty Ltd
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

urbis.com.au

CONTENTS

GLOSSARY AND ABBREVIATIONS	i
Glossary	i
Abbreviations	ii
EXECUTIVE SUMMARY	iii
1. INTRODUCTION	2
1.1. Applicant	2
1.2. Background	3
1.3. Capital Investment Value	3
2. The Site	4
2.1. Site Overview	4
2.2. Local Context	5
3. Proposed Flight Training Centre	6
3.1. Overview	6
3.2. Project Objectives	9
4. Strategic Context	10
4.1. A Metropolis of Three Cities – the Greater Sydney Region Plan	10
4.2. Future Transport 2056	10
4.3. Eastern City District Plan	10
5. Statutory Considerations	12
5.1. State Environmental Planning Policy (Planning Systems) 2021	12
5.1.1. Planning Pathways and Permissibility	12
5.1.1.1. Educational establishment	12
5.1.1.2. Air Transport Facility	12
5.2. State Environmental Planning Policy (Resilience and Hazards) 2021	13
5.3. Sydney Local Environmental Plan 2012	13
5.3.1. Zoning, Permissibility and Objectives	13
5.3.2. Principal Development Standards	13
6. State or Regional Planning Significance	14
6.1. General Determining Issue 1	14
6.2. General Determining Issue 2	14
6.3. General Determining Issue 3	15
6.4. General Determining Issue 4	15
6.5. General Determining Issue 5	15
6.6. General Determining Issue 6	16
7. Conclusion	17
Disclaimer	18

Appendix A	Funding Agreement Between NSW Government and Qantas (Redacted)
Appendix B	Concept Plans

FIGURES

Figure 1 - Aerial Photograph	4
Figure 2 - Local Context of the Site	5
Figure 3 – Precedent Image of Simulator Hall	7
Figure 4 – Conceptual Site Layout	8

GLOSSARY AND ABBREVIATIONS

GLOSSARY

Term	Definition
The Site	28-30 Burrows Road, St Peters consisting of Lot 2 of DP 212652 and Lot 15 of DP 32332. Current site improvements include two industrial / warehouse buildings with a large hardstand area for vehicle parking and deliveries.
The Project	The construction of a new flight training facility to replace the existing Qantas flight training centre (FTC) on the Qantas Jetbase that has been impacted by the Sydney Gateway Project.
Jetbase	Qantas licensed land within the boundaries of Sydney Kingsford Smith Airport.
Sydney Gateway Project	A Transport for NSW (TfNSW) Project including a road and rail component that is intended to increase capacity and improve connections to the ports to assist with growth in passenger, freight and commuter movements across the region, by expanding and improving the existing road and freight rail networks. Discussed further in Section 3.2 .
LOGOS Property	Proposed applicant and developer for the purposes of the Project. LOGOS Property is a logistics specialist with operations in 10 countries in Asia Pacific. LOGOS specialise in investment management, sourcing land or facilities and undertaking development and asset management. CAE will be the operator.
CAE Inc	CAE Inc (CAE) will be the operator of the proposed facility. CAE is a Canadian manufacturer and operator of simulation technologies, modelling technologies and training services to airlines, aircraft manufacturers, healthcare specialists, and defence customers. CAE was founded in 1947, and has manufacturing operations and training facilities in 35 countries. CAE currently train approximately 100,000 pilots a year.
The Qantas Group	Qantas in partnership with CAE will be the predominant end user of the proposed facility. The Qantas Group comprises: <ul style="list-style-type: none"> Qantas International – A premium full service international airline providing transportation between Australia and New Zealand, Asia, North and South America, Africa, and Europe under the Qantas brand. In FY18, over eight million passengers were carried on over 680 flights per week. Qantas Domestic – Australia's largest premium full service airline, carrying over 22 million passengers in FY18 on approximately 4,300 flights per week in Australia. In addition to the core business of transporting passengers and air freight, Qantas operates a number of subsidiaries, including: <ul style="list-style-type: none"> QantasLink – operates over 2000 flights each week to a network of 56 metropolitan and regional destinations across Australia. Jetstar – offers more than 4,000 flights a week to more than 75 destinations in 17 countries and territories across the Asia Pacific region with a fleet of more than 120 aircraft. The Jetstar Group provides employment to around 7,000 staff across the Asia Pacific. Qantas Loyalty – innovative data led business that drives customer and partner loyalty through Qantas Frequent Flyer and Qantas Business Rewards programs. Qantas Freight – Australia's largest independent air freight services business, shipping more than 4000 air freight items to over 500 destinations globally every day. Jetconnect – wholly owned subsidiary of the Qantas Group, based in New Zealand, which operates services across the Tasman.

Term	Definition
	<ul style="list-style-type: none"> Express Ground Handling – provides comprehensive ground handling services to Jetstar and several regional airlines. Qantas Holidays – part of the Jetset Travelworld Group wholesale suite, is one of Australia's leading travel wholesalers.

ABBREVIATIONS

Acronym	Definition
CAE	CAE Inc
CASA	Civil Aviation Safety Authority
DPE	Department of Planning and Environment
EP&A Act	Environmental Planning and Assessment Act 1979
Qantas FTC	Existing Qantas Flight Training Centre
Gateway	Sydney Gateway Project
Hazards SEPP	<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>
LGA	Local Government Area
NSW	New South Wales
Qantas	Qantas Group
Planning Systems SEPP	<i>State Environment Planning Policy (Planning Systems) 2021</i>
SEPP	State Environmental Planning Policy
SLEP	<i>Sydney Local Environmental Plan 2012</i>
Simulators	Full Motion Flight Simulators
sqm	square metres
SSD	State Significant Development
the Airport	Sydney Kingsford Smith Airport
the Department	Department of Planning and Environment
the District Plan	<i>Eastern City District Plan (2018)</i>
the Region Plan	<i>A Metropolis of Three Cities – the Greater Sydney Region Plan (2018)</i>
the Strategy	<i>The Future Transport Strategy 2056 (2018)</i>
TfNSW	Transport for NSW
T&I SEPP	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>

EXECUTIVE SUMMARY

For over half a century, the Qantas Group (**Qantas**) has trained its pilots and cabin crew primarily at the Qantas Flight Training Centre (**FTC**) within the Jetbase at Sydney Kingsford Smith Airport (**the Airport**). This facility until recently trained over 6,500 crew per year and was a key operational anchor for the airline.

In April 2022, Qantas was required to vacate the FTC, as a direct result of the Sydney Gateway Project (**Gateway**). The Gateway Project will improve connections to Sydney Airport and Port Botany by increasing the capacity of the surrounding road and rail network and providing a new alternative route to the domestic and international airport terminals.

Whilst an alternate site in Sydney for a new Flight Training Centre (known as King Street North) had been identified and approved as a State Significant Development, COVID-19 impacts resulted in this project being abandoned. In order to support the vacating of the FTC and continue operations, Qantas positioned simulators outside of the State. While this is currently feasible at current lower levels of flying from the COVID-19 pandemic, it is not considered a sustainable option going forward. As a result of a review of operating models and locations following the impacts of COVID-19, Qantas has identified an opportunity to partner with LOGOS Property (**LOGOS**) and CAE Inc (**CAE**) to develop a new FTC on land at 28-30 Burrows Road, St Peters.

The proposed Sydney Flight Training Centre houses critical operational assets that are required to sustainably operate the Qantas Group network. Not only is Sydney the head office for Qantas Group, it is also the largest operational crew base supporting Sydney Airport as the largest airport in Australia. As a result, it is imperative to return Flight Training as quickly as possible to the state of NSW, to ensure Qantas can deliver flying across Australia and beyond. The planned facility is anticipated to house the key training infrastructure to support ultra long-range flying from NSW ("Project Sunrise") that was announced by Qantas on the 2nd May 2021. This includes simulator facilities for the new A350 aircraft. Simulators and door trainers for this new aircraft will only be housed in Sydney. It will also enable Jetstar to utilise the NSW training facility for the first time for Sydney based pilots, with the inclusion of an A320 Full Flight Simulator.

The New South Wales Government (Treasury) has recognised the strategic and economic benefit to the state of a Flight Training Centre. As part of a Funding Agreement (dated 13 December 2021 as varied), Qantas committed to return a 6-bay simulator facility by July 2024. The planned facility will be a larger 8-bay facility, enabled by a new partnership with CAE Inc, (a Global Training Provider and Simulator Manufacturer) supporting broader airline industry users.

The purpose of this report is to request that the Minister for Planning declare the Project as State Significant Development (**SSD**) in accordance with Section 4.36(3) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**). Approval under the State Significant Development pathway is a critical requirement in order to meet the operational training demands of Qantas Group and other users of the facility, as the airline industry recovers from the impacts of COVID-19.

1. INTRODUCTION

The Project seeks approval for the construction and operation of a new flight training centre that will comprise purpose-built facilities where pilots and cabin crew will benefit from high level practical and theoretical training. The new facility will contain up to eight full motion flight simulators (**simulators**) and emergency procedure facilities.

The need for this Project is a direct consequence of the Sydney Gateway Project (**Gateway**) being delivered by Transport for NSW (**TfNSW**). The stated objective of Gateway Project is to improve connections to the ports and increase capacity of the road and rail network through expanding and improving the existing road and freight rail networks. As part of Gateway, Qantas Drive will be widened approximately 16m which will require the demolition of the existing FTC within the Jetbase at Sydney Kingsford Smith Airport (**the Airport**). The facility was vacated by Qantas Airways Limited (Qantas) in April 2022 and will make way for this piece of critical road infrastructure, requiring the construction of a new flight training centre.

Absent for Gateway, Qantas would not have moved from their now former FTC due to the latent economic value, ongoing functionality and strategic location of the former FTC within the airport precinct.

Qantas committed with the NSW Government to continue flight training in Sydney under the Funding Agreement dated 13 December 2021 (refer **Appendix A**). The Funding Agreement with the NSW Government reiterates Qantas' commitment to have a new simulator training facility in Sydney by 31 July 2024.

Following an internal review of all operational support activities by Qantas and in response to the business challenges brought about by the COVID pandemic, Qantas has identified an opportunity to partner with LOGOS Property (**LOGOS**) and CAE Inc (**CAE**) to develop a new flight training facility on land at 28-30 Burrows Road, St Peters. It is anticipated that LOGOS as the landowner and applicant would develop/construct the proposed facility, which would then be operated by CAE in partnership with Qantas. The Funding Agreement with NSW Government commits Qantas to maintaining six simulators in Sydney, which will be operated by CAE with Qantas as its key customer.

As detailed in this document, the proposed facility exceeds this commitment and includes up to 8 simulators and importantly includes aircraft simulators that will be unique to the Sydney facility, reinforcing the criticality of the proposed facility to support Qantas' operations. Whilst not being within the airport precinct per se, the proposed site remains within close proximity to such and is considered highly suitable due to its accessibility. As developer/builder, LOGOS is responsible for securing all necessary approvals but with the full support of CAE and Qantas.

The purpose of this report is to request that the Minister for Planning declare the Project as State Significant Development (**SSD**) in accordance with Section 4.36(3) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**).

This report has been prepared by Urbis Pty Ltd (**Urbis**) on behalf of the applicant having regard to the Department of Planning and Environment's (**the Department**) 'Guideline on 'call-in' of state significant development under the Environmental Planning and Assessment Act 1979' (**Guidelines**). This report is also accompanied with the prescribed lodgement fee and a completed Disclosure of Any Reportable Political Donations Form.

1.1. APPLICANT

The applicant is Logos Development Management Pty Ltd, which is an entity of LOGOS Property. The relevant contact details for the Project are:

Mark Linfoot

General Manager Development - NSW

LOGOS Property

Level 29, 88 Phillip Street, SYDNEY NSW 2000

Telephone: +61 2 8197 3900

1.2. BACKGROUND

In September 2018, Roads and Maritime Services (now part of Transport for NSW) announced the Sydney Gateway Project (**Gateway**), which aims to improve connections to Sydney Airport and Port Botany by increasing the capacity of the surrounding road and rail network and providing a new alternative route to the domestic and international airport terminals.

As a result of the alignment of the Gateway Project, Qantas vacated the FTC in April 2022. This requirement was the result of Gateway's acquisition of land upon which the now former FTC was located so as to allow Qantas Drive to be widened. Access to an operational flight training facility, housing full motion flight simulators for pilot training and emergency procedures training for pilots and cabin crew, is critical to Qantas' business and operational continuity.

To address this situation, Qantas sought approval in early 2019 to relocate the former FTC to a new location within their landholding at Mascot. On 28 February 2019, the Minister for Planning declared the project as State Significant Development (**SSD**) and SSD 10154 was approved by the Independent Planning Commission (**IPC**) on 29 November 2019. Qantas had planned to construct this new \$120 million facility in Sydney adjacent to its corporate campus, however due to the economic impacts of COVID-19, proceeding with the Project as originally intended is unaffordable and the project terminated.

Given circumstances associated with the COVID-19 pandemic, Qantas has identified an opportunity to partner with LOGOS Property (**LOGOS**) and CAE Inc (**CAE**) to develop a new flight training facility on land at 28-30 Burrows Road, St Peters. It is anticipated that LOGOS as the landowner and applicant would develop the proposed facility, which would then be operated by CAE, which is a global provider of Flight Simulator Equipment and Training Centre Operations. In essence, CAE will lease the premises from LOGOS and Qantas will be the core customer/end user of the flight centre.

The Project will ensure that pilots and cabin crew from Qantas and other airlines that utilise the facility can maintain stringent aviation safety regulations and in turn support the efficient operation of Sydney Airport, being Australia's busiest airport.

Due to complexity and critical importance of the Project in supporting Qantas' operations and international standing (particularly following the announcement of Project Sunrise on the 2nd May 2022), LOGOS together with CAE and Qantas is seeking Ministerial assistance through a Ministerial Call In. This would enable the Project to be assessed at State level commensurate with its State (and wider) economic and operational significance. Fundamentally, the primary driver for the project remains unchanged, i.e that flight training facilities at the Qantas Jetbase have had to be relocated due to the Gateway project and also to achieve the economic benefits that will accrue to the State as recognised in the Funding Agreement at **Attachment A**. The key differences from the earlier proposal are:

- An alternate site
- The scale is reduced - based on optimised forecast of simulator needs in NSW
- Commercial structuring of the flight training facility development and operations, now being provided by third party partners, being LOGOS and CAE respectively (noting that this is not a planning consideration).

Given the history of the Project, its significance to supporting the effective operation of Qantas operations including direct support for its investment in new ultra-long range aircraft (which simulators will only be housed in Sydney), it is appropriate for the new development application to be managed and coordinated by the Department of Planning and Environment (**the Department**). This would also ensure the requirements of the various stakeholders are appropriately assessed and coordinated in a timely manner.

1.3. CAPITAL INVESTMENT VALUE

The indicative capital investment value (**CIV**) of the Project has been calculated at \$60 million excluding GST. The CIV includes construction costs, relocation costs, consultant fees and authority fees. This cost includes the cost of relocating and installing existing simulators currently located outside NSW and emergency procedures equipment. Additional capital value arises from the installation of an additional simulator for the A350 and A320 aircraft type and others that may be planned by the operator CAE to service the wider market. Prior to formal lodgement of a SSDA, the CIV would be confirmed.

2. THE SITE

2.1. SITE OVERVIEW

The site for the purposes of the Project is located at 28-30 Burrows Road, St Peters and is approximately 7,961sqm in area. The site is legally described as Lot 2 of DP 212652 and Lot 15 of DP 32332 and is located within the Sydney Local Government Area (**LGA**). The whole site is zoned IN1 General Industrial under the *Sydney Local Environmental Plan 2012*.

The site is currently occupied by two industrial / warehouse buildings with a large hardstand area for vehicle parking and deliveries. Alexandra Canal runs in a north-south direction along the southern boundary of the site. Vegetation is located along the road frontage and the canal. **Figure 1** shows the site and its key components including existing site improvements.

Figure 1 - Aerial Photograph



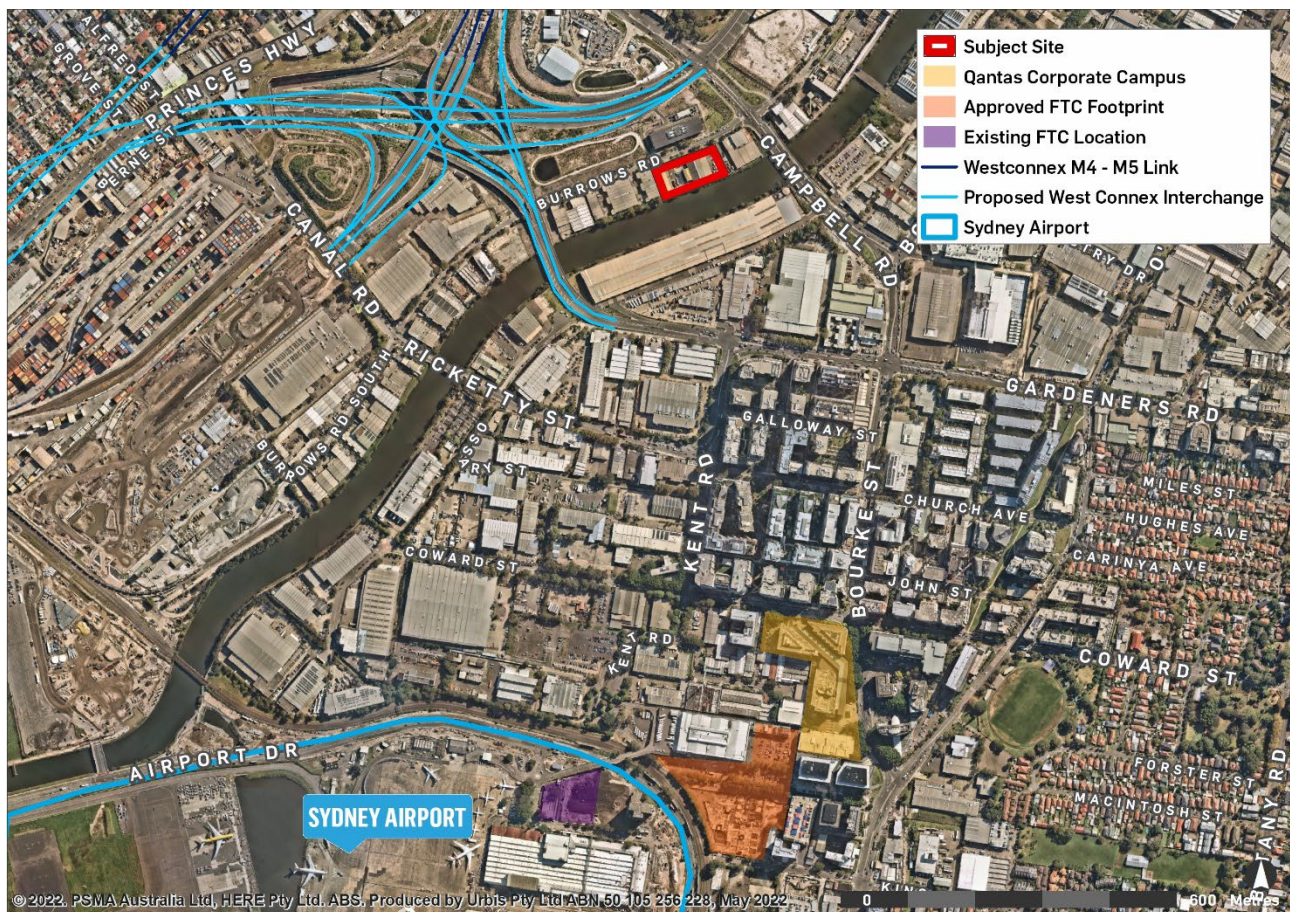
Source: Urbis (2022)

2.2. LOCAL CONTEXT

The site is approximately 6km south-west of the Sydney CBD. It is close to Sydney Airport (1km north) and the Gateway Project which will link the new St Peters Interchange with Sydney Airport domestic and international terminals and Port Botany (refer **Figure 2**). A new bridge will be constructed over Canal Road. The site is surrounded by a variety of uses, including:

- **North:** the site fronts Burrows Road, close to the intersection with Campbell Road. Sydney Park is further north on the opposite side of Campbell Parade. Industrial land uses extend along Burrows Road and Euston Road. St Peters railway station is approximately 1.5km from the site.
- **East:** the immediately adjoining land comprises industrial development. Campbell Road and Campbell Road Bridge are further east, with additional industrial land uses on the opposite side of Alexandra Canal, including Alexandria and Rosebery.
- **South:** Alexandra Canal is immediately south of the site with additional industrial land uses to the south, primarily warehouse and distribution centres. Gardeners Road and Bourke Street provide access to Mascot and Eastlakes. Sydney Kingsford Smith Airport is further south.
- **West:** the immediately adjoining land comprises industrial development. The St Peters WestConnex Interchange is located to the north-west, with the Princes Highway beyond. Further west is low density residential and industrial land uses in the suburb of Sydenham. Sydenham Train Station is approximately 1.5km west of the site, providing services to the Sydney CBD.

Figure 2 - Local Context of the Site



Source: Urbis (2022)

3. PROPOSED FLIGHT TRAINING CENTRE

3.1. OVERVIEW

The proposed flight training facility will enable pilots and flight crews from Qantas and other airlines to undertake periodic training and testing to meet regulatory requirements by simulating both aircraft and emergency procedural environments. The Project will include the following components (including but not limited to):

- Flight training component:
 - 8 x simulator bays – State of the art full motion flight simulators with visual fidelity, motion and sound. This allows crew to be trained in all aspects of normal and non-normal operations, including instrument approaches and landings in all weather conditions (refer **Figure 3**).

The proposed simulators will complement the flight training facilities in other states, noting that some of the simulator models to be accommodated in the Sydney are not available elsewhere as outlined in the following table:

Table 1 - Summary of Flight Simulators post Sydney construction*

Flight Training Facility	Simulator Models
Sydney	Airbus A320* , Airbus A330, Airbus A380* , Airbus A350* , Boeing 789, Business Jet (TBD)* and Narrow Body (TBD), other flight training devices, 4 x integrated procedures trainers (IPTs), wide body trainer, emergency procedures, training and classrooms.
Brisbane	Boeing 789, Boeing 737, Q400 and Boeing 767, other flight training devices, 1 x IPTs.
Melbourne	Boeing 738, Boeing 734, Boeing 788, Airbus 330, Q300, other flight training devices, narrow body trainer, emergency procedures, training and classrooms.

Note items in bold in Table 1 are simulators unique to proposed Sydney flight training facility.

** Includes sites owned/operated by Qantas along the Eastern Coast impacted by the Gateway Project (alongside proposed Sydney flight training facility)*

- Integrated Procedures Trainer (IPTs) – Enable pilot training on lower level devices, these are smaller simulators for learning flight management systems.
- Maintenance workshop, briefing and de-briefing rooms and classrooms.
- Emergency procedures component:
 - Cabin evacuation emergency trainer – Full-scale cabin mock-up is used as practical training device. These facilities allow emergency situations to be accurately portrayed and allow pilots and cabin crew to handle emergency situations in both wide and narrow-bodied aircraft.
 - Slide descent tower – Enables realistic training of deployment and use of slides to evacuate aircraft for pilots and cabin crew.
 - Door trainers – Enables realistic training of use of emergency exits to evacuate aircraft for pilots and cabin crew. Unique to Sydney, the facility will house the door trainers for the new A350 aircraft.
- Ancillary spaces including:
 - Equipment room – Storage of emergency equipment (oxygen tanks, defibrillators etc.) that supports the training and assessment of cabin crew and pilots on aviation medicine.
 - Pilots Lounge – Area for pilots to wait prior to simulator sessions.

- Meeting rooms and lunch room.
- Reception area.
- Toilets, plant, loading dock.

The current breakdown of ancillary and supportive uses is likely to be refined during detailed design, however the fundamental components (simulators and training activities) and land use will remain unchanged (refer to **Appendix B** for initial Concept Plans).

The flight training facility would operate 24 hours, 7 days a week (consistent with the former FTC on the Jetbase). The facility would employ approximately 80 specialist and related full-time roles.

Compared to the 2019 approved project, the key differences are essentially:

- Provision of 4 less simulator bays (8 vs 12).
- No emergency procedures pool.
- No multi-storey car park (which served broader Qantas campus parking demands).

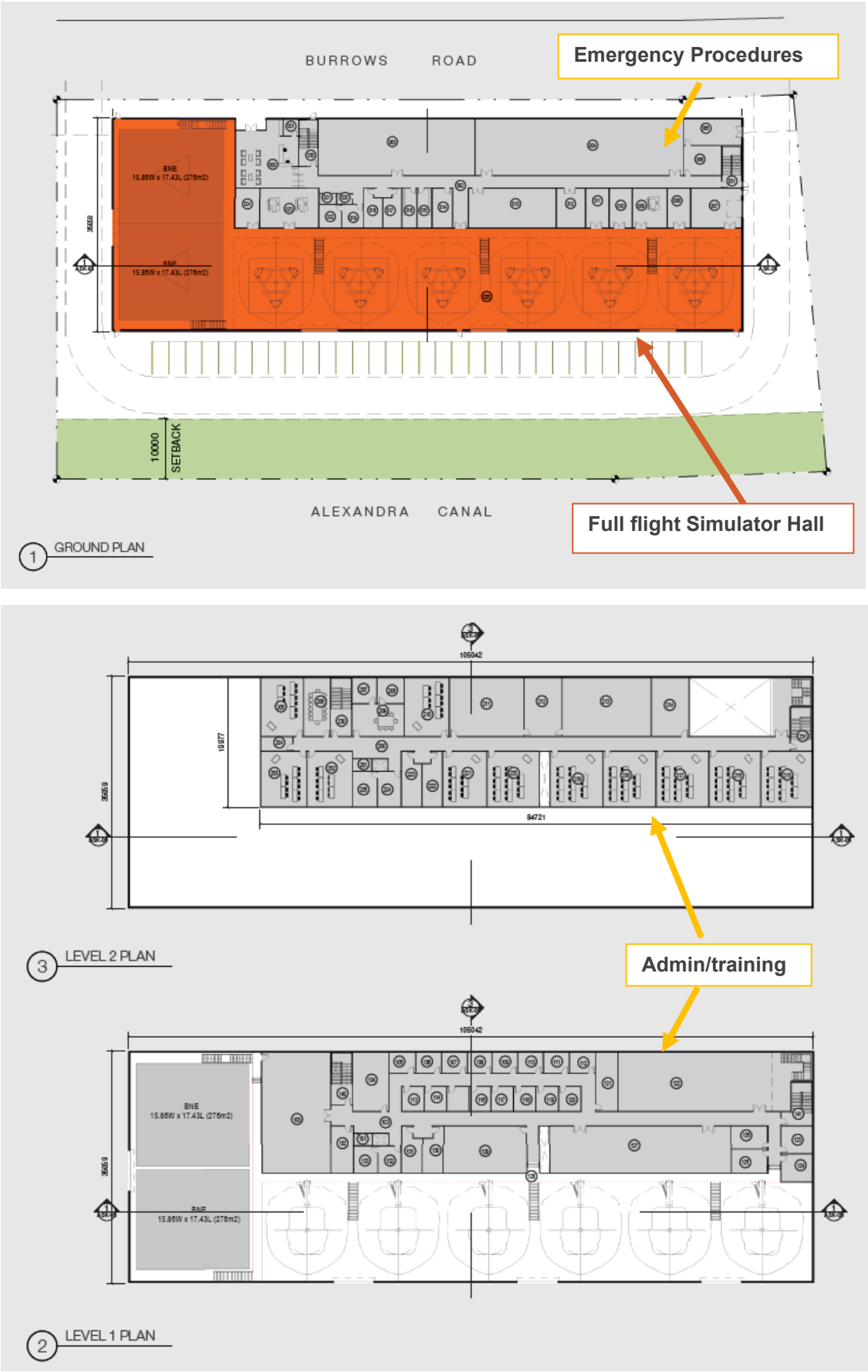
Extract of the concept plans are provided at **Figure 4**.

Figure 3 – Precedent Image of Simulator Hall



Source: CAE

Figure 4 – Conceptual Site Layout



Source: LOGOS and CAE

3.2. PROJECT OBJECTIVES

The Project's primary objective is to deliver a new flight training facility in Sydney to replace Qantas' existing FTC that will be demolished to accommodate the Gateway Project and to deliver material economic benefits to the State from the new flight training facility, as recognised by the Funding Agreement (refer **Attachment A**).

As a result of Gateway, the existing FTC operations were relocated from the current location for the following reasons:

- The widening of Qantas Drive to facilitate Gateway will require the partial demolition of the existing FTC building.
- The noise and vibrations associated with the construction and operation of Gateway will exceed CASA's regulatory requirements in relation to the operation of simulators, which necessitates their relocation.
- To support its network of compliant flight training facilities so that Qantas is able to maintain the legislated level of training for pilots and cabin crew.

Absent for Gateway, Qantas would not have vacated their existing FTC in April 2022. In other words, the primary driver for the initial SSD declaration in 2019 has not fundamentally altered.

As a result of the COVID-19 pandemic and following an internal review of operational requirements, Qantas has determined that it is more efficient and effective to utilise flight training facilities across the eastern seaboard capital cities in Australia. For this reason, the existing FTC will be replaced with three smaller flight training facilities in Sydney, Melbourne and Brisbane. That said, the proposed facility in Sydney will also satisfy the following objectives:

- Delivery of a key element of the Funding Agreement between Qantas and the NSW Government mentioned earlier in this report.
- Provision of simulators and flight training that will provide in certain instances direct support for new aircraft investment as part of Qantas' Project Sunrise and which will be solely housed in and thus be unique to Sydney / NSW.

4. STRATEGIC CONTEXT

4.1. A METROPOLIS OF THREE CITIES – THE GREATER SYDNEY REGION PLAN

A Metropolis of Three Cities – the Greater Sydney Region Plan (2018) (**the Region Plan**) sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. The Project is located within the Eastern Harbour City and on the periphery of the Regionally significant trade gateway that supports Sydney Airport.

The Region Plan identifies that passenger trips at the Airport are forecast to grow from 37 million to 74 million passengers by 2033. It is critical that Qantas has access to an operational flight training facility in Sydney to ensure it can service the growing demand for Australia as an international tourism location, and Regional Financial Centre for the Asia-Pacific Region. Qantas' recently announced Project Sunrise, which will see the introduction of non-stop flights from eastern seaboard capital cities to London and New York from late 2025 will be supported by new Flight Training Simulators that will only be housed in Sydney.

The two key planning objectives of the Region Plan as they relate to the Project are:

- **Objective 1. Infrastructure supports the three cities** – The Project has arisen in response to the Gateway Project. It is acknowledged and accepted that as a growing city Sydney's road and rail infrastructure will invariably need to be upgraded or added to in order to safeguard future growth. The proponent parties of LOGOS, CAE and Qantas support TfNSW's investment in road and rail infrastructure to support the three cities but in doing so must, facilities such as Qantas' existing FTC has been impacted operationally. The replacement of the existing FTC on the Jetbase at the Airport with a new facility on the site in St Peters will enable Qantas Drive to be widened as part of Gateway.
- **Objective 16. Freight and logistics network is competitive and efficient** – The Region Plan recognises that retaining internationally competitive operations at both the Airport and Port Botany is vital to the productivity of the NSW economy. A key objective of the Region Plan is to prevent development that would impact or jeopardise the operations of both the Airport and Port Botany. The Gateway Project will help ensure that transport networks continue to support the needs of the Nationally significant Airport and Port Botany. Notwithstanding this, the construction of the Gateway Project must be cognisant of the requirement for a flight training facility in Sydney so that pilots and cabin crew from Qantas and other airlines can maintain compliance with stringent aviation safety regulations to ensure the safe and efficient operation of Sydney Airport. The proposed site at St Peters remains within close proximity to the airport.

4.2. FUTURE TRANSPORT 2056

The Future Transport Strategy 2056 (2018) (**The Strategy**) is a 40-year strategy that integrates land-use and transport planning for Greater Sydney and Regional NSW that supports the Region Plan. The Strategy identifies that over the next 40 years, Greater Sydney will continue to grow as a global tourist and skilled worker destination, and as Australia's gateway to Asia.

The Gateway Projects is reflected in The Strategy and its delivery necessitated the acquisition of land and closure of the FTC. This action by the State must be balanced by a recognition that the long-term growth of Sydney Airport itself requires the support of an operational flight training facility in Sydney. Recent investment decisions by Qantas in its Project Sunrise will include investment in new flight training simulators that will be unique to NSW and in particular Sydney.

4.3. EASTERN CITY DISTRICT PLAN

Eastern City District Plan (2018) (**the District Plan**) gives effect to the Region Plan and provides more detailed guidance for the LGA areas of Bayside, Burwood, City of Canada Bay, City of Sydney, Inner West, Randwick, Strathfield, Waverley and Woollahra.

The site is located within the Eastern Economic Corridor and in close proximity to the Airport Trade Gateway.

The following three Planning Priorities have been identified as being most relevant to the Project:

- **Planning Priority E1. Planning for a city supported by infrastructure** – The Project seeks to ensure that the delivery of a key piece of city-shaping infrastructure (Gateway) does not inadvertently impair the operations of a key piece of Nationally significant infrastructure (the Airport) by reducing capacity for the training for flight crew. Presently there are now no flight training simulators in NSW. This is

unsustainable and the proposed facility will rectify this situation by not only complementing FTC facilities established by Qantas in Brisbane and Melbourne, but by also providing space for the housing of single site simulators (e.g. A380) that are not also housed interstate but also support new and unique flight training infrastructure to support Qantas' recent announced investment in new aircraft.

- **Planning Priority E9. Growing international trade gateways** – the District Plan recognises that it is critical to protect the Airport's function as an international gateway for passengers and freight, and to support airport-related land uses and infrastructure in the area around the Airport. The Project seeks to ensure that the Airport remains a functional international gateway for passengers and freight by constructing a new flight training facility to replace the existing Qantas FTC that will be impacted by Gateway.

Planning Priority E9 gives effect to Objective 16 of the Region Plan and is supported by identified Actions. The Project will help realise *Action 31. Protect and grow the trade gateways by: ...*

j. protecting Sydney Airport's function as an international gateway for passengers and freight, and support airport-related land uses and infrastructure in the area around the Airport

k. facilitating road planning to connect Sydney Airport to WestConnex

The Project is best defined as an airport-related land use and will directly support the operations of Qantas both at the airport and globally. As such, a Ministerial Call In would be consistent with Action 31. j. as it would enable both the protection of the Airport's function as an international gateway and would support the investment in new airport-related land uses in the area around the Airport.

Furthermore, the Project has arisen as a direct result of the Gateway Project, which is intended to realise Action 31. k. which relates to facilitating road planning to connect Sydney Airport to WestConnex.

- **Planning Priority E12. Retaining and managing industrial and urban services land** – The Project will maintain industrial land within the economic corridor and will support the functions of Sydney Airport.

The Project is consistent with the planning priorities and their associated actions for the Eastern Harbour City as outlined in the District Plan and will protect and reinforce the Airport's function as an international gateway for passengers and freight.

5. STATUTORY CONSIDERATIONS

5.1. STATE ENVIRONMENTAL PLANNING POLICY (PLANNING SYSTEMS) 2021

Clause 2.12 of *State Environment Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)* extends the application of clauses 2.8-2.10 of the Planning Systems SEPP to applications that have been called in and declared SSD under Section 4.36(3) of the EP&A Act. Of importance is clause 2.10 which relates to the exclusion of application of development control plans to SSD:

Development control plans (whether made before or after the commencement of this Policy) do not apply to:

(a) State significant development, or

(b) development for which a relevant council is the consent authority under section 4.37 of the Act.

As such, the proposed application should it be declared SSD through a Ministerial Call In, will be exempt from the controls outlined in the *Sydney Development Control Plan 2012*.

5.1.1. Planning Pathways and Permissibility

The Planning Systems SEPP aims to identify development that is either SSD, State significant infrastructure (**SSI**) or critical State significant infrastructure (**CSSI**), and to then confer functions on either the Independent Planning Commission or Sydney Planning Panel to determine development applications.

Schedule 1 of the Planning Systems SEPP (which now includes the SEPP (State and Regional Development)) lists categories of development that are considered to be SSD. As part of the earlier 'approved' scheme, the following pathways were investigated as possible planning pathways for the application.

5.1.1.1. Educational establishment

Clause 15 of Schedule 1 relates to development for the purposes of education facilities that would trigger SSD including:

1. Development that has a CIV of more than \$20 million for the purpose of a new school.
2. Development that has a CIV of more than \$50 million for the purpose of alterations or additions to an existing school.
3. Development for the purpose of a tertiary institution, including associated research facilities, that has a CIV of more than \$50 million.

For the purposes of the T&I SEPP a tertiary institution is defined as “a *tertiary institution, including a university or a TAFE establishment, that provides formal education and is constituted by or under an Act.*”

The new flight training facility is neither a university or TAFE establishment, and is not constituted by or under an Act. As a result, the new flight training facility cannot use the 'educational establishment' planning pathway for SSD under Planning Systems SEPP.

5.1.1.2. Air Transport Facility

Clause 17 of Schedule 1 relates to development for the purpose of air transport facilities that has a CIV of more than \$30 million.

The definition of uses under the Planning System SEPP are the same (unless otherwise stated) as the standard local environmental planning instrument prescribed by the *Standard Instrument (Local Environmental Plans) Order 2006 (Standard Instrument)*. The Standard Instrument, contains the following definitions:

air transport facility means an airport or a heliport that is not part of an airport, and includes associated communication and air traffic control facilities or structures.

airport means a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes, and includes associated buildings, installations, facilities and movement areas and any heliport that is part of the airport.

Note.

Airports are a type of air transport facility—see the definition of that term in this Dictionary.

The definition of the Airport as a place is defined by land parcels (Lot and DP) in the *Airports Regulations 1997 - Reg 1.03 Part 1.19 -- Sydney (Kingsford-Smith) Airport C'th*. Under Part 1.19, the Airport as a place does not extend to the proposed site at 28-30 Burrows Road, St Peters.

Although the proposed new flight training facility directly relates to the Airport, as discussed above it is not within the boundaries of the Airport. Therefore, the 'air transport facility' planning pathway for SSD under Planning Systems SEPP is not available for the Project.

5.2. STATE ENVIRONMENTAL PLANNING POLICY (RESILIENCE AND HAZARDS) 2021

State Environmental Planning Policy (Resilience and Hazards) 2021 (Hazards SEPP) applies to all development in NSW. Clause 4.6(1) requires the consent authority to consider whether land is contaminated prior to granting consent to a development application. An Environmental Site Investigation will be undertaken in support any SSDA for the Project to confirm the site's suitability from a contamination perspective for the Project.

5.3. SYDNEY LOCAL ENVIRONMENTAL PLAN 2012

5.3.1. Zoning, Permissibility and Objectives

The site is zoned IN1 General Industrial in the *Sydney Local Environmental Plan 2012 (SLEP 2012)*. The objectives of this zone are:

- *To provide a wide range of industrial and warehouse land uses.*
- *To encourage employment opportunities.*
- *To minimise any adverse effect of industry on other land uses.*
- *To support and protect industrial land for industrial uses.*
- *To ensure uses support the viability of nearby centres.*

The 2019 approved project was defined by the IPC and DPE as an "industrial training facility", which is permitted with consent in the IN1 Zone.

5.3.2. Principal Development Standards

Table 2 provides a preliminary assessment of preliminary Project plans (refer **Appendix C**) against the principal development standards within the SLEP 2012.

Table 2 – SLEP 2012 Principal Development Standards Compliance Table

Development Standard	Control	Proposed	Complies
4.3 Height of Buildings	18m	18m	Yes
4.4 Floor Space Ratio	1.5:1	0.73:1	Yes

6. STATE OR REGIONAL PLANNING SIGNIFICANCE

In accordance with the Department's Guidelines, the Project has been assessed against the six general determining issues relating to the State and Local significance of projects. The assessment and applicability of the Project against these considerations is outlined below.

6.1. GENERAL DETERMINING ISSUE 1

Whether the proposal is of regional or State importance because it is in an identified strategic location, or is critical in advancing the nominated strategic direction or achieving a nominated strategic outcome, contained in a relevant State policy, plan or strategy, or regional or sub-regional strategy.

The proposed new FTC sits broadly within the Global Economic Corridor and Trade Gateway identified in the Metropolitan Plan. The existing FTC must be relocated to enable the Gateway Project to proceed, which itself is a project reflected in the same Plan, thereby facilitating critical road infrastructure near Sydney Airport and Port Botany in accordance with not just Metropolitan Planning but also the Eastern City District Plan. Absent for Gateway, Qantas would not have relocated from their existing FTC in April 2022. The Funding Agreement between the NSW Government and Qantas, whilst not a planning consideration per se, is nonetheless reflective of the importance that the Government and Qantas see the new facility as being crucial in maintaining such facilities in NSW and ideally in proximity to the Trade Gateway/Sydney Airport. Without doing such, the operational effectiveness of Qantas as a global airline, who will be the predominant 'end user' of the facility will be diminished, particularly given that the proposed facility will house simulator equipment unique to Sydney and not replicated in other states.

The new facility will allow pilots and cabin crew from Qantas and other airlines to comply with stringent aviation safety regulations to ensure the safe and efficient operation of Sydney Airport, being Australia's busiest airport. In the absence of a flight training facility, the capacity for Qantas (and other airlines) to operate and in turn effectively utilise Sydney Airport will be lessened.

6.2. GENERAL DETERMINING ISSUE 2

Whether the proposal delivers major public benefits such as large-scale essential transport, utility infrastructure, or social services to the community.

The Project will:

- Reinvest in NSW flight training facilities including simulators in a new state of the art facility operated by global training provider CAE Inc. At present this represents an indicative \$60m investment creating 80 jobs, and replacing those that have since closed in NSW. This investment will provide an essential component in supporting the implementation of Project Sunrise which will result in over 1000 new jobs more broadly across the Qantas business.
- Support the operation of Qantas, which is headquartered in NSW, including essential support for its flight operations, a proportion of which will be uniquely provided in NSW as depicted in Table 1 earlier in this report.

The proposed new flight training facility has also directly facilitated the delivery of the NSW Government's Gateway Project insofar that the former FTC is located on land that has been acquired to construct the Gateway. It is acknowledged and accepted that as a growing city Sydney's road and rail infrastructure will invariably need to be upgraded or added to in order to safe-guard economic and population future growth.

The Gateway Project will ensure that the Airport's ability to function as a key piece of Nationally significant infrastructure is not impaired by safety and operational impacts on airlines that use the Airport, including Qantas. As such the flight training Project, both by its initial relocation and via this latest proposal will deliver significant public benefit, namely facilitating the Government's delivery of the Gateway and by Qantas and its partners CAE and Logos reinvesting in the delivery of a modern flight training facility that provides essential support to the operational effectiveness of Qantas. The public significance of this reinvestment is reflected by the Funding Agreement struck between the NSW Government and Qantas.

6.3. GENERAL DETERMINING ISSUE 3

Whether the proposal is likely to have significant environmental, social or economic impacts or benefits, be of a significant hazardous or environmentally-polluting nature, or is located in or in close proximity to areas or locations that have State or regional environmental, archaeological or cultural heritage significance.

Whilst of a smaller scale than the development contemplated under SSD 10154, at its completion the Project will still generate significant economic benefits for the State by supporting Sydney Airport's function as an international gateway for passengers and freight. A number of the proposed simulators will be unique to Sydney and will support the pandemic recovery and growth of the tourism economy and economic growth related to trade.

CAE is a Canadian based multi-national operator of flight training services. CAE operate in 35 countries employing over 11,000 staff. CAE have an existing presence in Australia is currently providing services to the Defence sector. The proposal represents an investment of circa \$60 million and will directly employ 80 people during its operational phase.

As acknowledged by the Department in the assessment of the previously approved project, the Department is best placed to coordinate the assessment between Government agencies to ensure key issues are appropriately identified, assessed and coordinated in a timely manner. Given the history of the Project, it is reasonable that the revised Project should also be declared SSD.

The development and use as a flight training facility is not considered to be of a significantly hazardous or environmentally-polluting nature. The Project is not expected to generate any adverse environmental impacts. The Project site abuts the State Heritage listed Alexandra Canal which will need to be taken into account as part of the approval phase but is not otherwise proximate to any other areas or locations of State or regional environmental, archaeological or cultural heritage significance.

6.4. GENERAL DETERMINING ISSUE 4

Whether the proposal is of significant economic benefit to a region, the State or the national economy, such as those with high levels of financial investment and continuing or long-term employment generation.

The Project provides an opportunity to deliver an advanced and modern flight training facility in Sydney that will be operated by CAE, an international company that specialises in simulation technologies, modelling technologies and training services to airlines and currently trains approximately 100,000 pilots worldwide. Direct investment value the project has been identified above.

As it currently stands there is now no flight training facility operating in NSW which represents a potentially significant loss of industry specific skills, knowledge and capacity. This potential loss has been recognised in the Funding Agreement referred to earlier. Perhaps more relevantly however, is that the proposed flight training facility will become the largest such facility spread across the eastern seaboard capital cities and include new to industry simulators required to support the effective implementation and operation of Project Sunrise that was announced by Qantas on the 2 May 2022. This announcement included significant investment by Qantas in new aircraft that will create over 1000 jobs. Access to flight simulators is critical to the success of this investment in new aircraft and as detailed in **Table 1**, new simulators and door trainers to support this investment will be exclusively housed in Sydney.

The Project has significant economic benefits to the Sydney Region, and State economy as it will contribute to long-term employment generation by retaining a flight training facility within Sydney. In the short term, the construction of the facility will contribute to the economic recovery from the pandemic as state and national economies that rely upon an efficient air transport industry. By returning Full Flight Simulators back to Sydney, NSW will be able to maintain skilled and specialist jobs in NSW. This is in the form of maintenance technicians and regulatory specialists, but also in training delivery.

6.5. GENERAL DETERMINING ISSUE 5

Whether the proposal is geographically broad in scale, including whether it crosses over multiple council and other jurisdiction boundaries, or impacts a wide area beyond one local government area.

This is not considered to be a relevant determining issue for the Project.

6.6. GENERAL DETERMINING ISSUE 6

Whether the proposal is complex, unique or multi-faceted and requires specialist expertise or State coordinated assessment, including where councils require or request State assistance.

The Project is a unique and specialised facility. It is a one of a kind in NSW and will contain components that will be unique to NSW taking account of the other flight training facilities in Brisbane and Melbourne. All these facilities play a central role in supporting airlines to meet stringent operating and safety regulations for their pilots and cabin crew, however in the absence of an approved facility as proposed for Sydney there will be potentially gaps in this compliance requirement due to Sydney uniquely housing certain types of aircraft simulators.

The Project has been initially born purely as a consequence of impacts associated with land acquisition to support the construction of a piece of declared critical road infrastructure being delivered by the State. In recognition of the importance and complexity of the initial Project, the approved project was declared SSD in February 2019. Whilst the development has been reduced in scale and relocated to a new site in St Peters, given its history, it is considered that the Department is the best placed to coordinate the environmental assessment of the Project and the input from the various agencies involved.

7. CONCLUSION

As stated at the outset, the proposed Sydney Flight Training Centre houses critical operational assets that are required to sustainably operate the Qantas Group network. Not only is Sydney the head office for Qantas Group, it is also the largest operational crew base supporting Sydney Airport as the largest airport in Australia. As a result, it is imperative to return Flight Training as quickly as possible to the state of NSW, to ensure Qantas can deliver flying across Australia and beyond. This has been reflected in a Funding Agreement struck between Qantas and the NSW Government which includes a commitment by Qantas to have new simulator facilities in place and operating in Sydney by July 2024.

The new Project contains elements that will be unique to Sydney and will play an essential role in supporting Qantas Project Sunrise investment decision announced on the 2nd May 2022. It is these unique elements that, together with its proposed location within the strategically recognised global economic corridor/trade gateway proximate to the airport that reinforce its continued State significance consistent with the flight training facility approved under SSD-10154.

In the absence of a consistent state led approach to the assessment of this proposal, there is a risk that the critical importance of supporting Qantas' operational mandate and global standing will be lessened. As such the applicant believes it is appropriate for the new development application to be managed and coordinated by the Department. This would ensure the requirements of the various stakeholders are appropriately assessed and coordinated in a timely manner.

For the reasons outlined in this report, the Project is considered of State significance and a formal SSD declaration for the Project is requested in accordance with the provisions of Section 4.36(3) of the EP&A Act.

DISCLAIMER

This report is dated 11 May 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of LOGOS Property (**Instructing Party**) for the purpose of Report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

FUNDING AGREEMENT BETWEEN NSW GOVERNMENT AND QANTAS (REDACTED)

Confidential



HERBERT
SMITH
FREEHILLS

Agreement

Funding Agreement

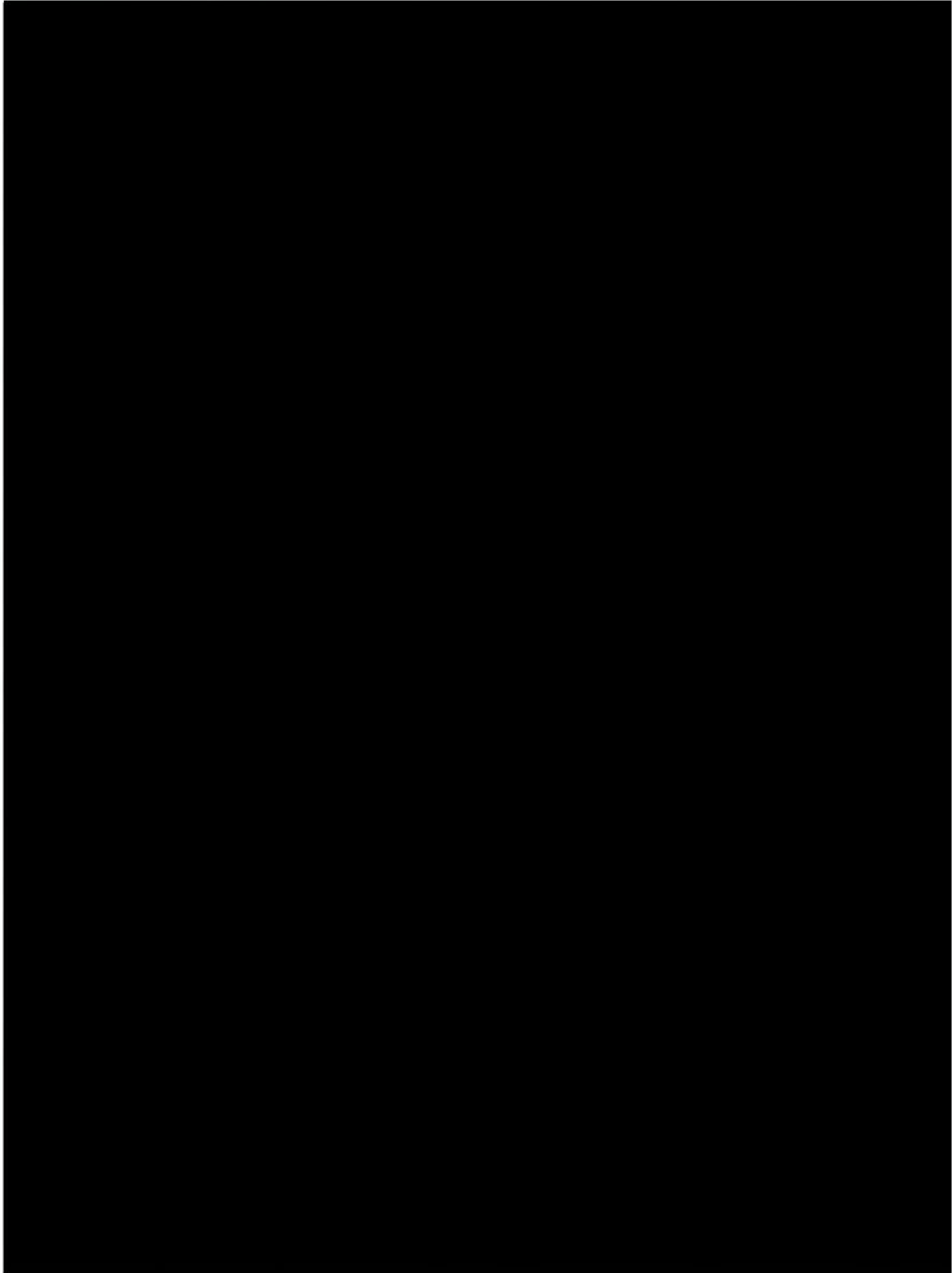
The Crown in the right of New South Wales acting
through the Treasurer

and

Qantas Airways Ltd

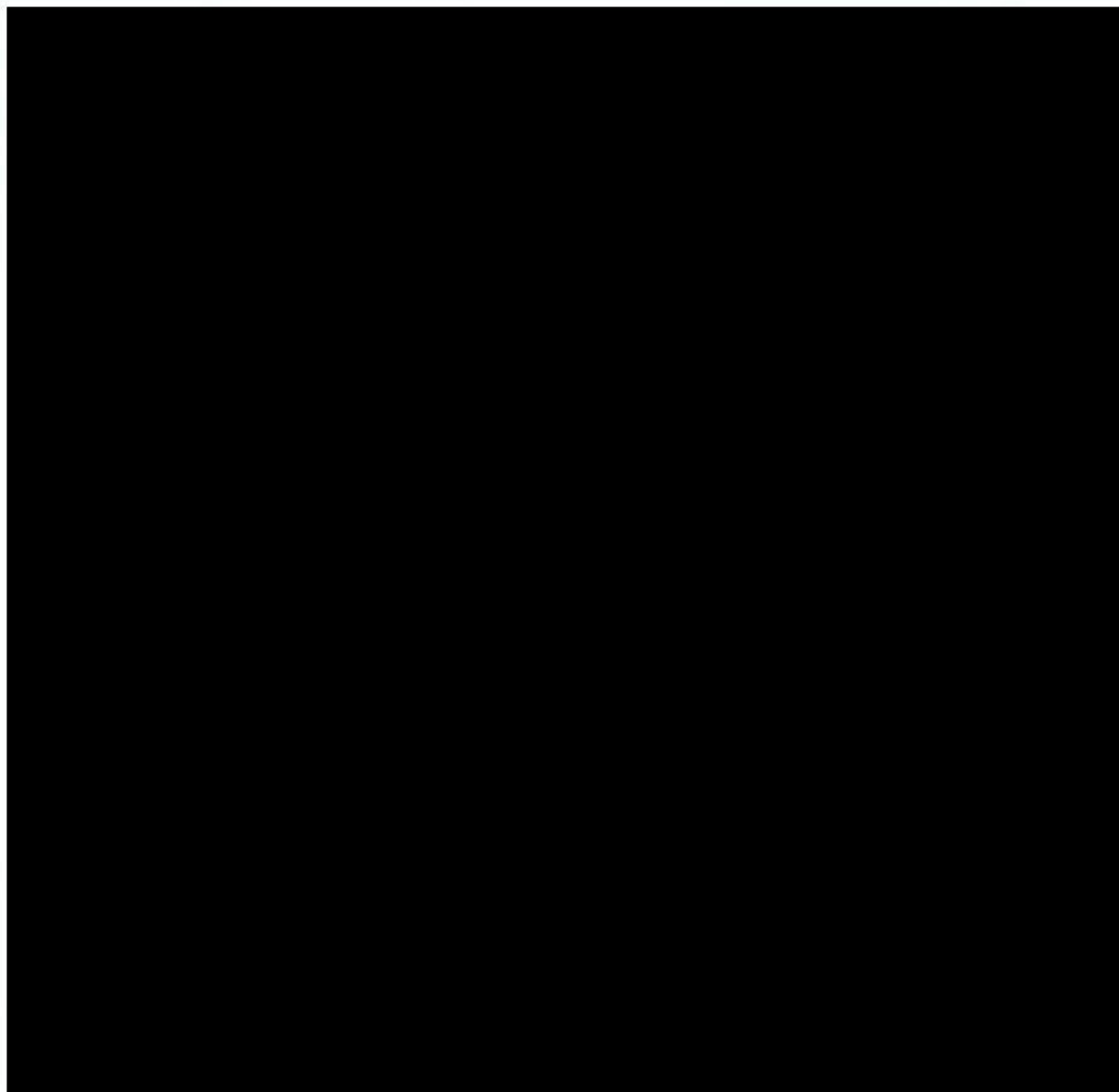


Contents





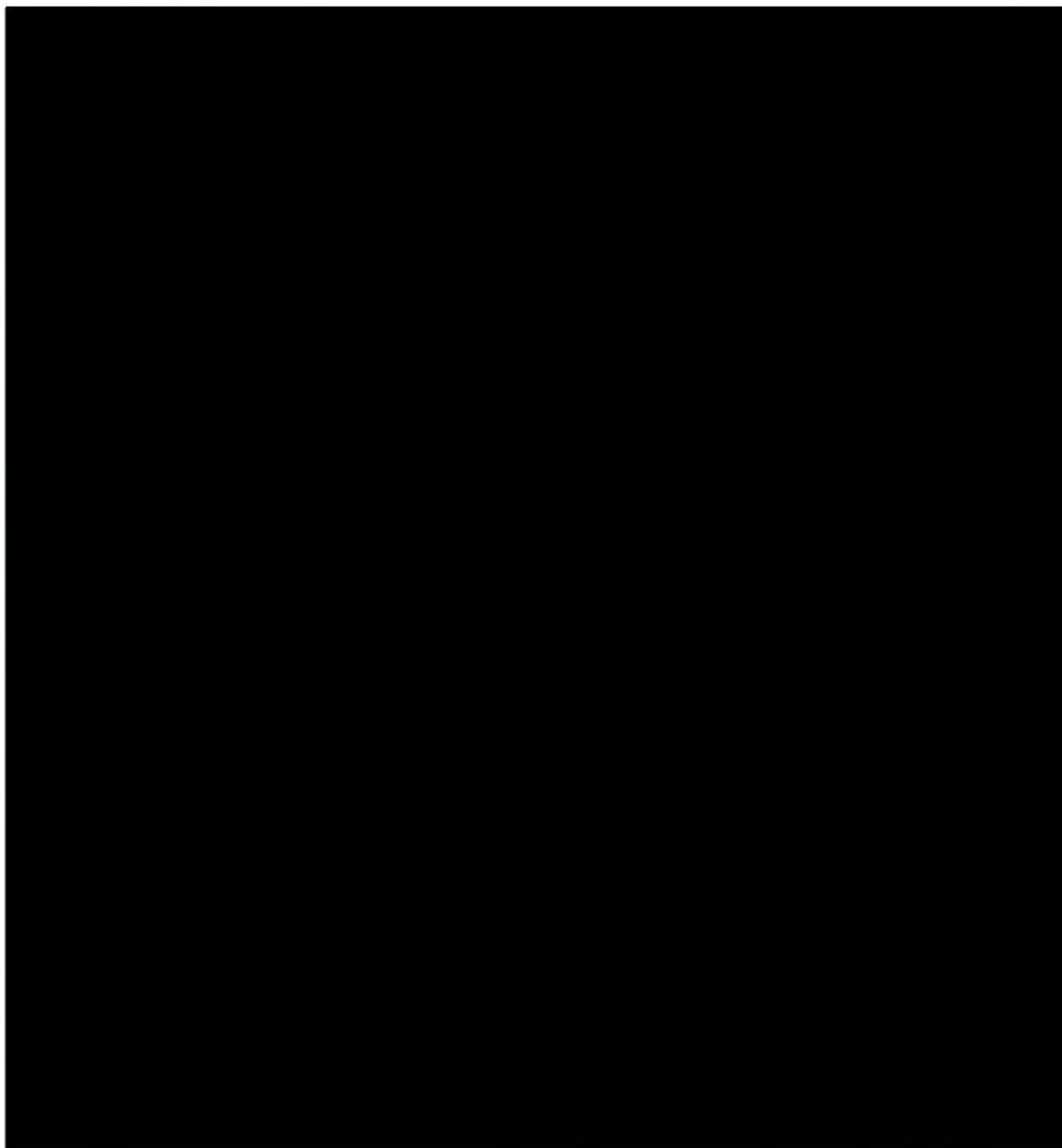
Contents



Herbert Smith Freehills owns the copyright in this document and using it without permission is strictly prohibited.

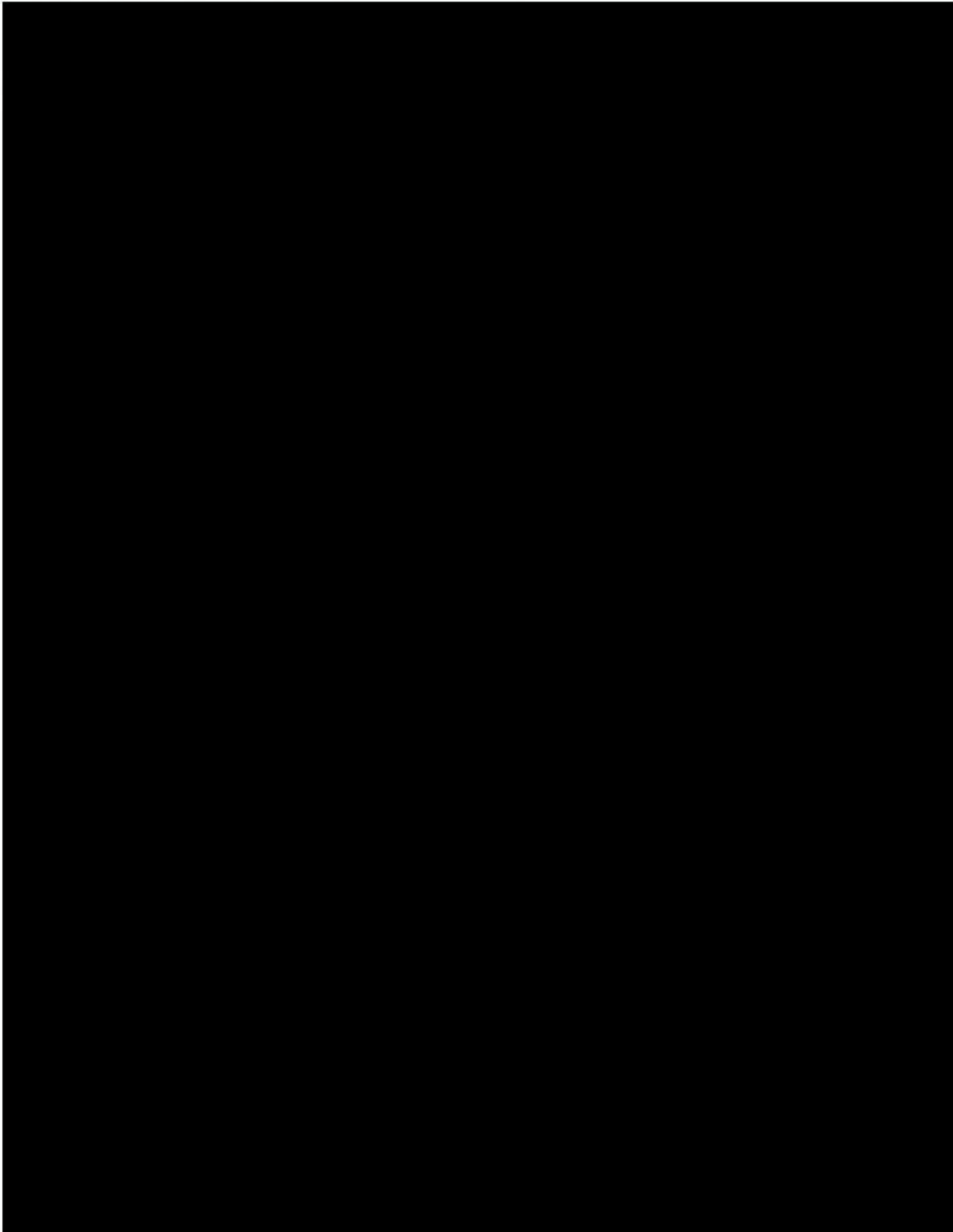


HERBERT
SMITH
FREEHILLS





General terms and conditions





HERBERT
SMITH
FREEHILLS

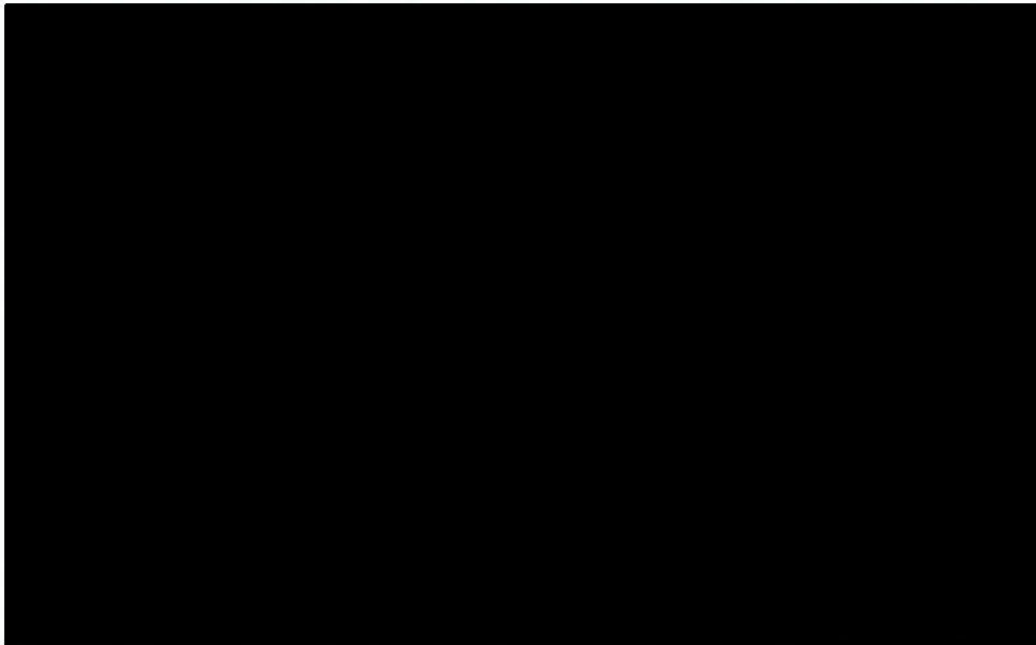
Term	Meaning
Current Simulator Facility	the Qantas flight simulator facility located at Building 148, Qantas Jetbase, Kingsford Smith Airport, Sydney as at the Effective Date.



HERBERT
SMITH
FREEHILLS

Term

Meaning



Force Majeure Event

each of the following events:

- 1 lightning, fire, earthquake, cyclone, bushfire, natural disaster, landslide and mudslide;
- 2 explosion, malicious damage, sabotage, riots or a "terrorist act" (as defined in section 5 of the *Terrorism Insurance Act 2003* (Cth));
- 3 war, invasion, act of a foreign enemy, hostilities between nations (whether war is declared or not), insurrection, civil disturbance, blockade, riot, embargo, epidemic, pandemic, revolution or military or usurped power, strikes and other labour conflicts, government action or inaction; and
- 4 other events that are beyond the reasonable control of Qantas and reasonably permitted under the building contract for the Simulator Centre between Qantas and its building contractor giving rise to an extension of time,

which:

- 5 is not caused by and which is beyond the reasonable control of Qantas or its contractors; and
- 6 could not have been prevented, avoided, remedied or overcome by Qantas or its contractors taking those steps, and exercising the standard of foresight, care and diligence, which a prudent, experienced and competent person in their position would have taken.





Term	Meaning
[Redacted content]	



HERBERT
SMITH
FREEHILLS

Term

Meaning

[Redacted content]	
--------------------	--



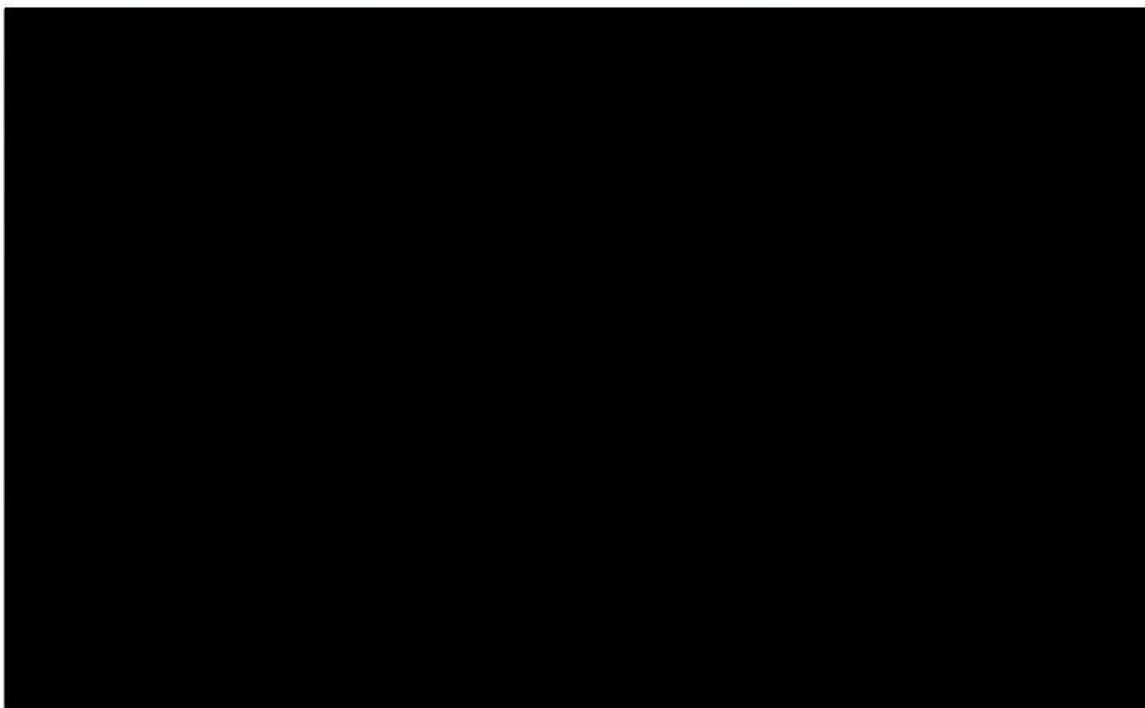
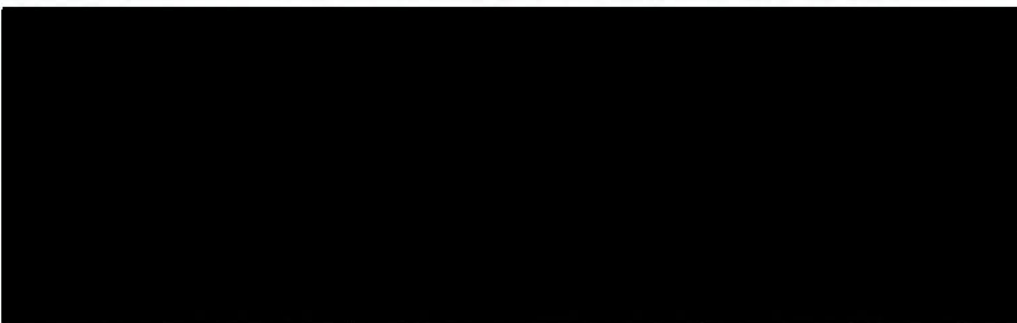
HERBERT
SMITH
FREEHILLS

Term	Meaning
------	---------



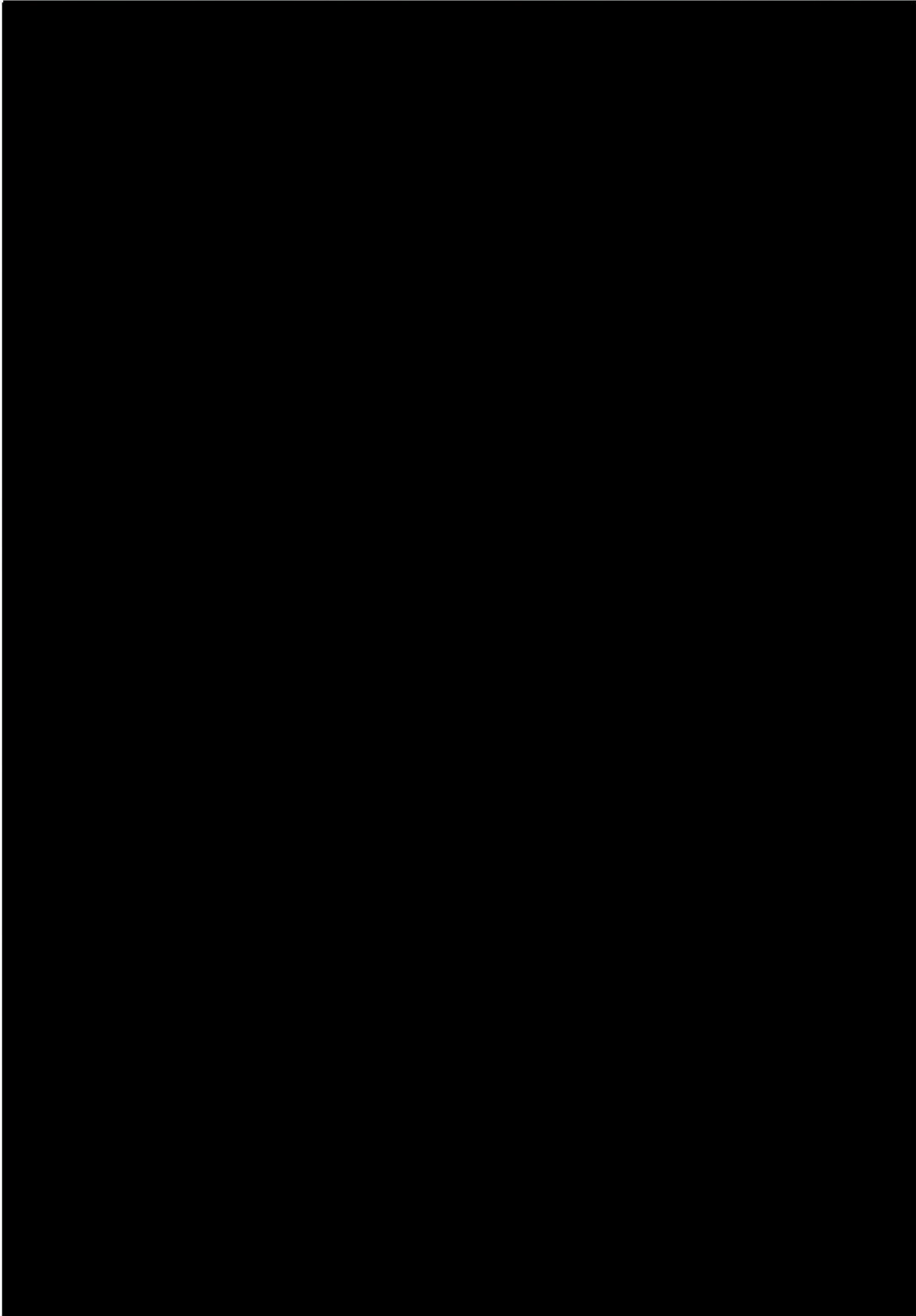
Simulator Centre	the new facility containing flight simulators for training of pilots and crew as described in more detail in Schedule 3.
-------------------------	--

Simulator Centre Period	has the meaning given in clause 2.6(b).
------------------------------------	---





HERBERT
SMITH
FREEHILLS





HERBERT
SMITH
FREEHILLS

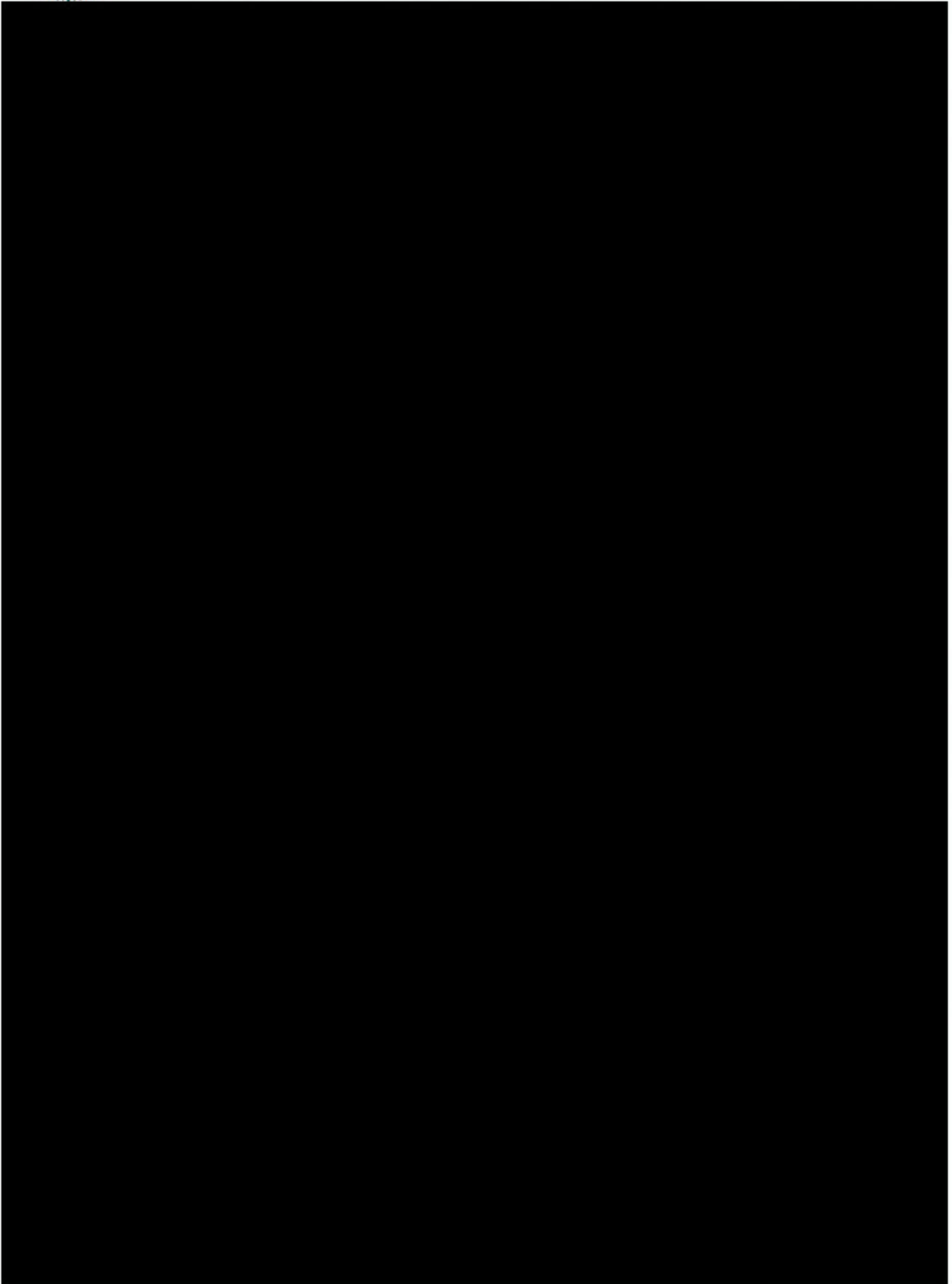
2.6 Simulator Centre

- (a) Qantas agrees to:
 - (1) cease operations at and vacate its Current Simulator Facility by 31 March 2022; and
 - (2) subject to clause 2.6(c), commission the Simulator Centre in Sydney so it commences operations for pilot training by 31 July 2024.
- (b) Qantas must maintain utilisation of the Simulator Centre in Sydney for no less than 5 years after the commencement of operations at the Simulator Centre (**Simulator Centre Period**).
- (c) If Qantas is delayed in completing and commissioning the Simulator Facility by 31 July 2024 due to a Force Majeure Event affecting Qantas, then provided that Qantas:
 - (1) provides prompt notice of the Force Majeure Event to the State; and
 - (2) takes all steps reasonably available to minimise the impact of the Force Majeure Event,

Qantas will be entitled to a reasonable extension of the time in clause 2.6(a)(2) to be agreed by the State (such agreement not to be unreasonably withheld) which in any case must not be longer than 31 July 2025.

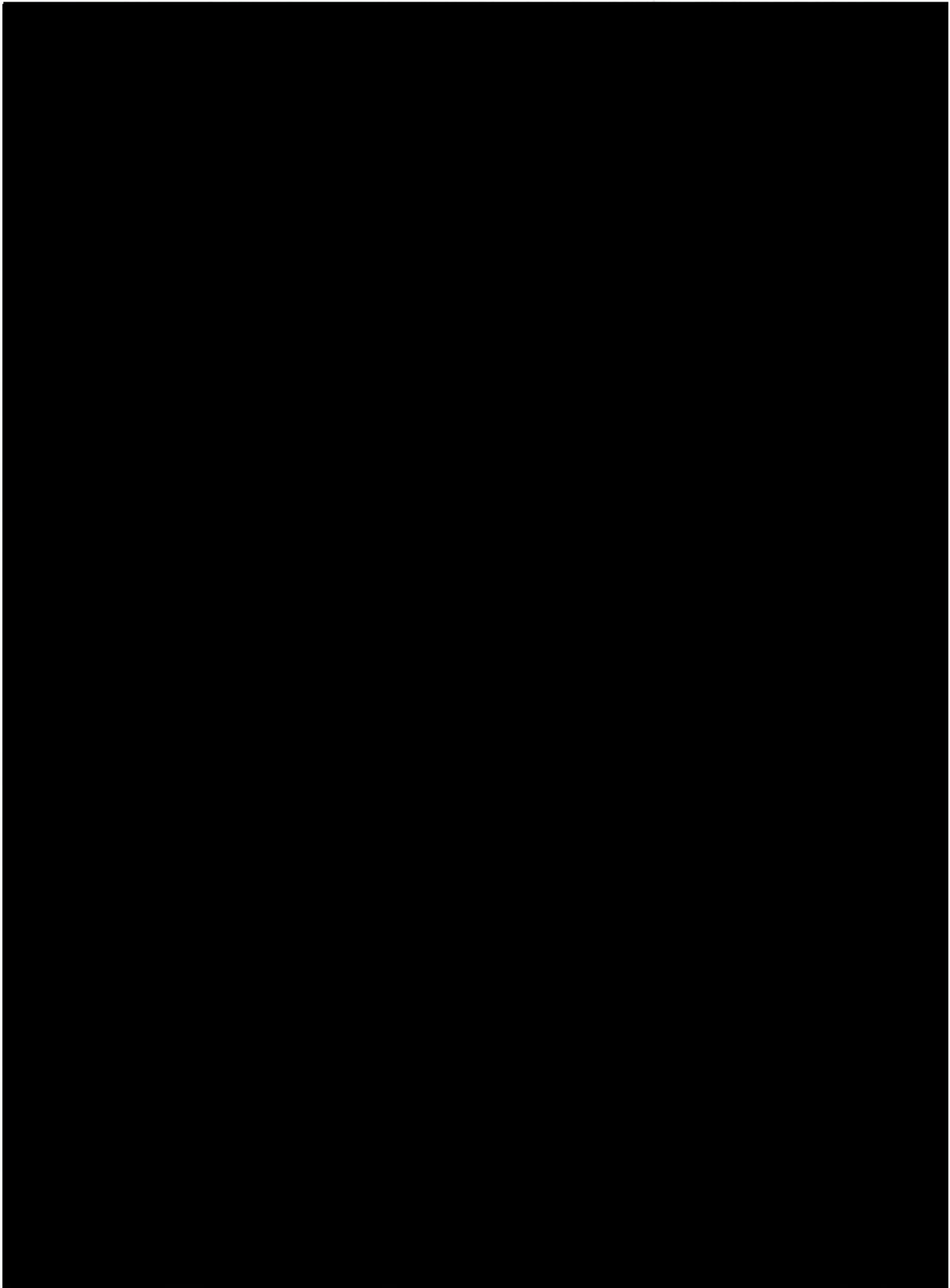


HERBERT
SMITH
FREEHILLS



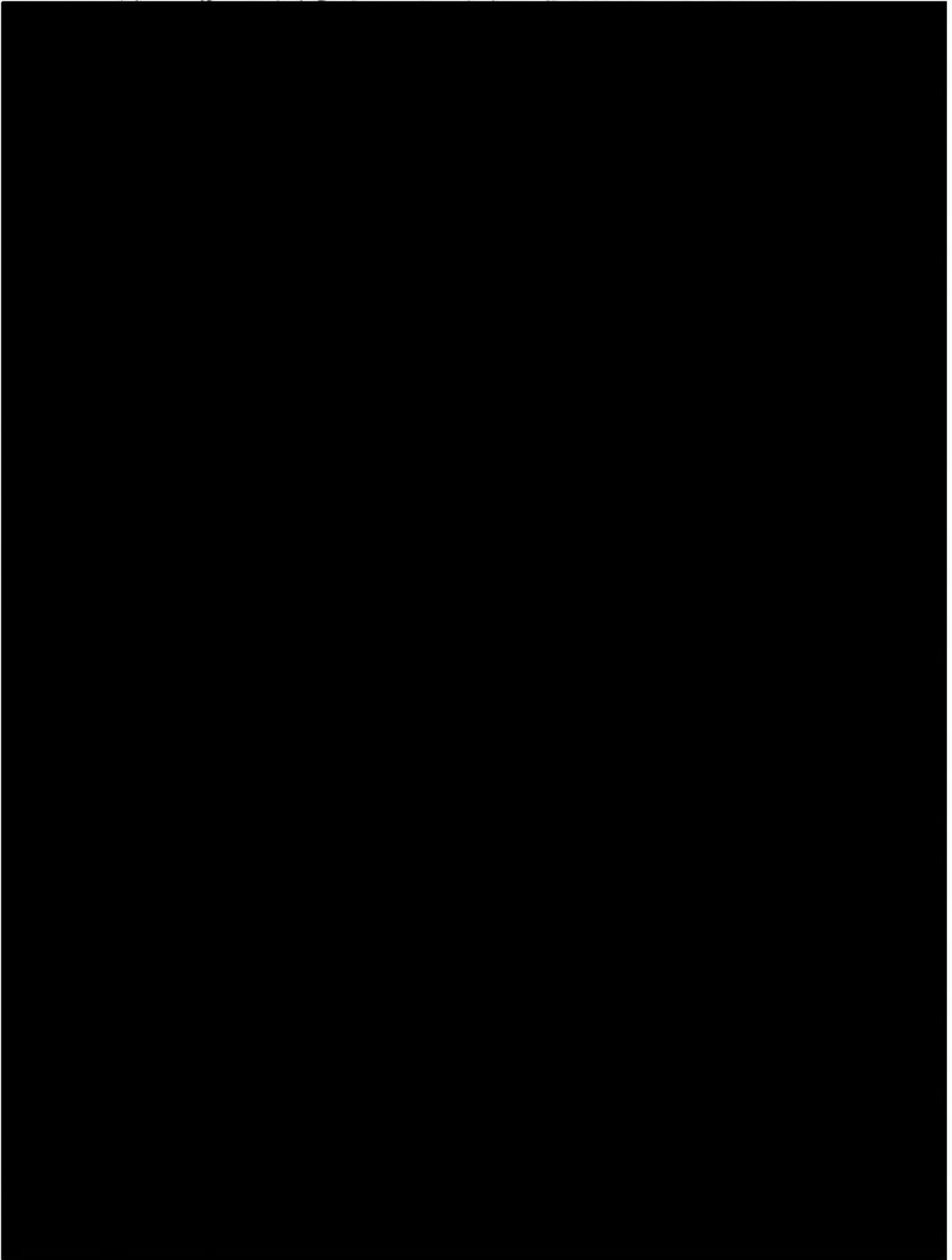


HERBERT
SMITH
FREEHILLS



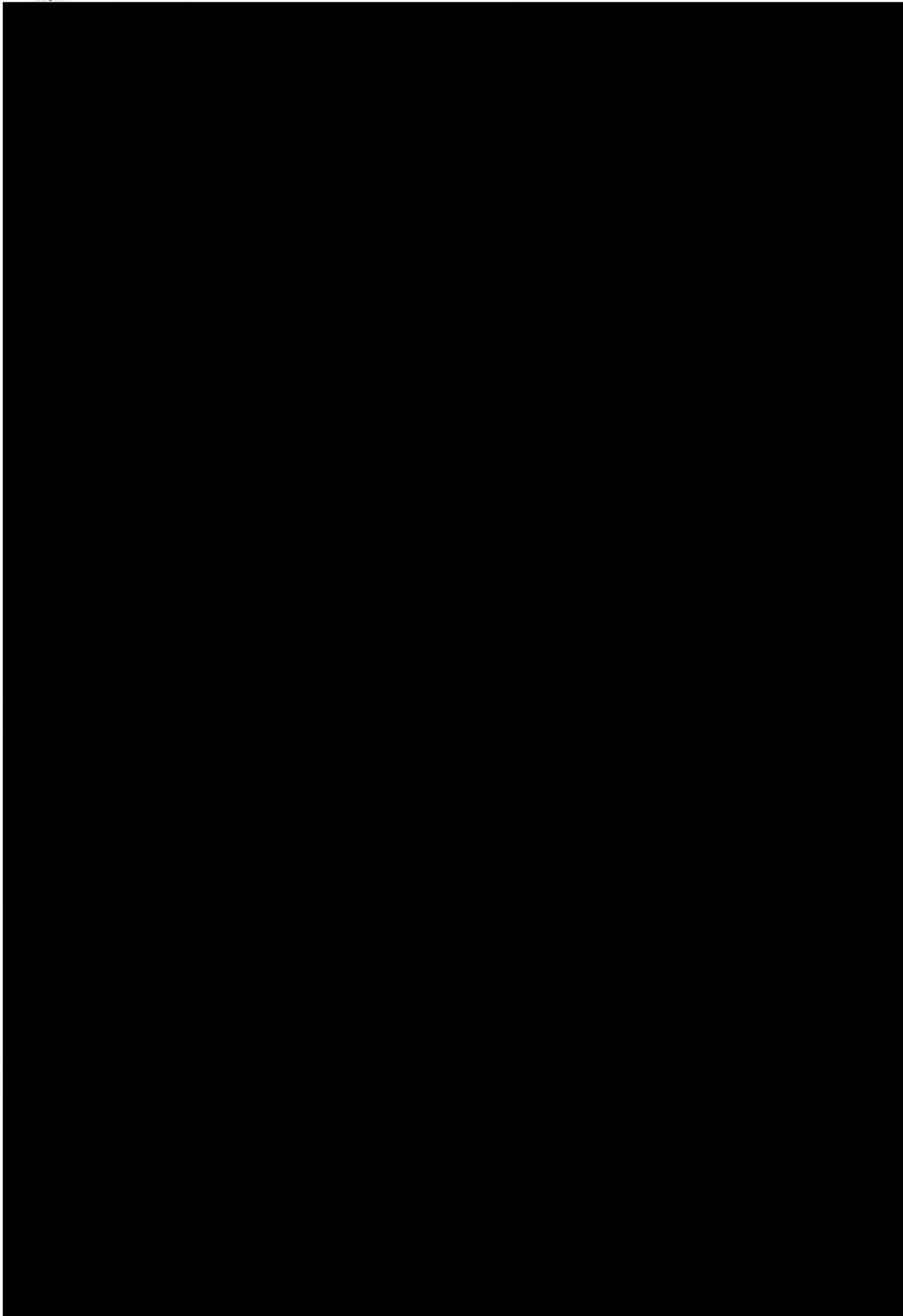


HERBERT
SMITH
FREEHILLS



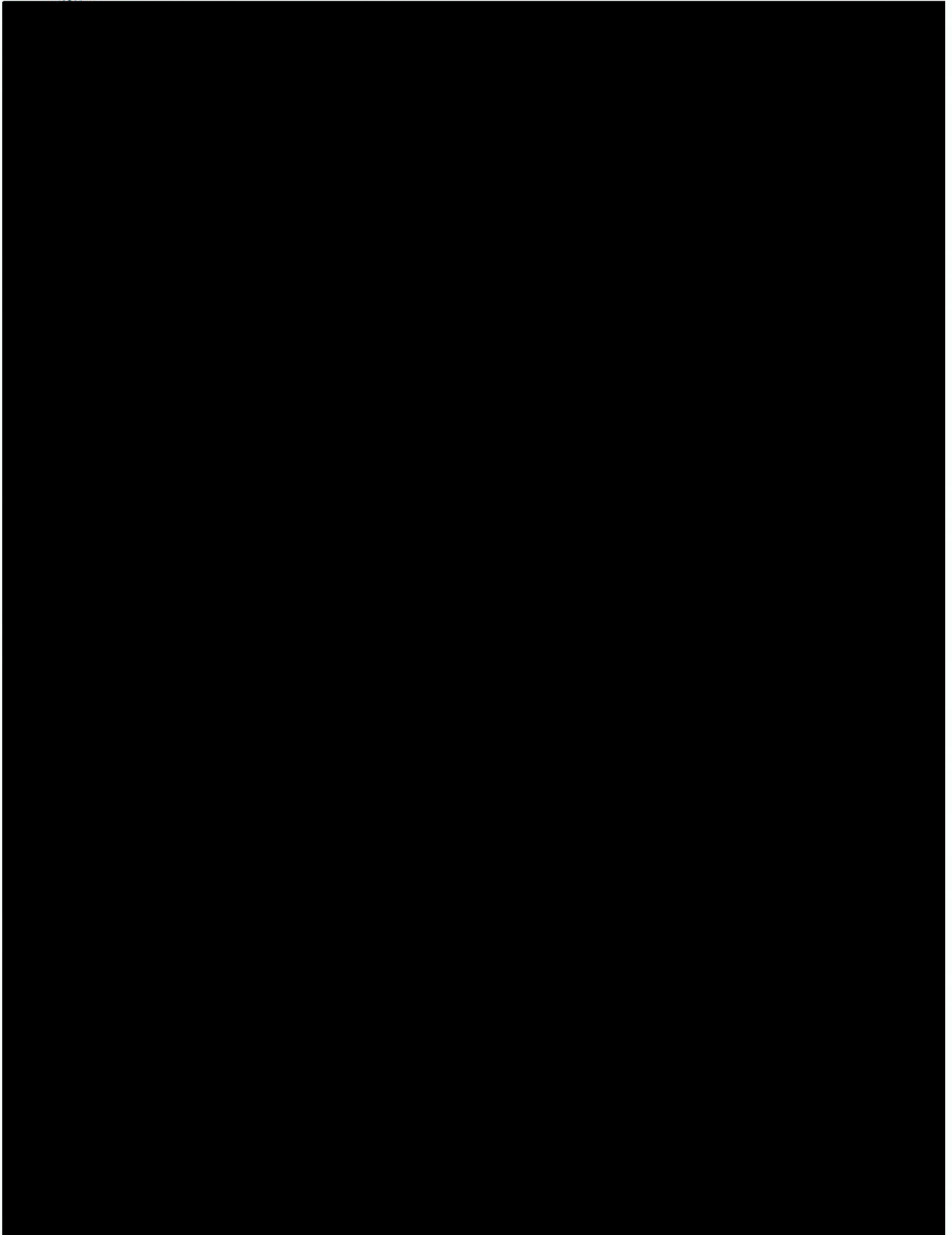


HERBERT
SMITH
FREEHILLS



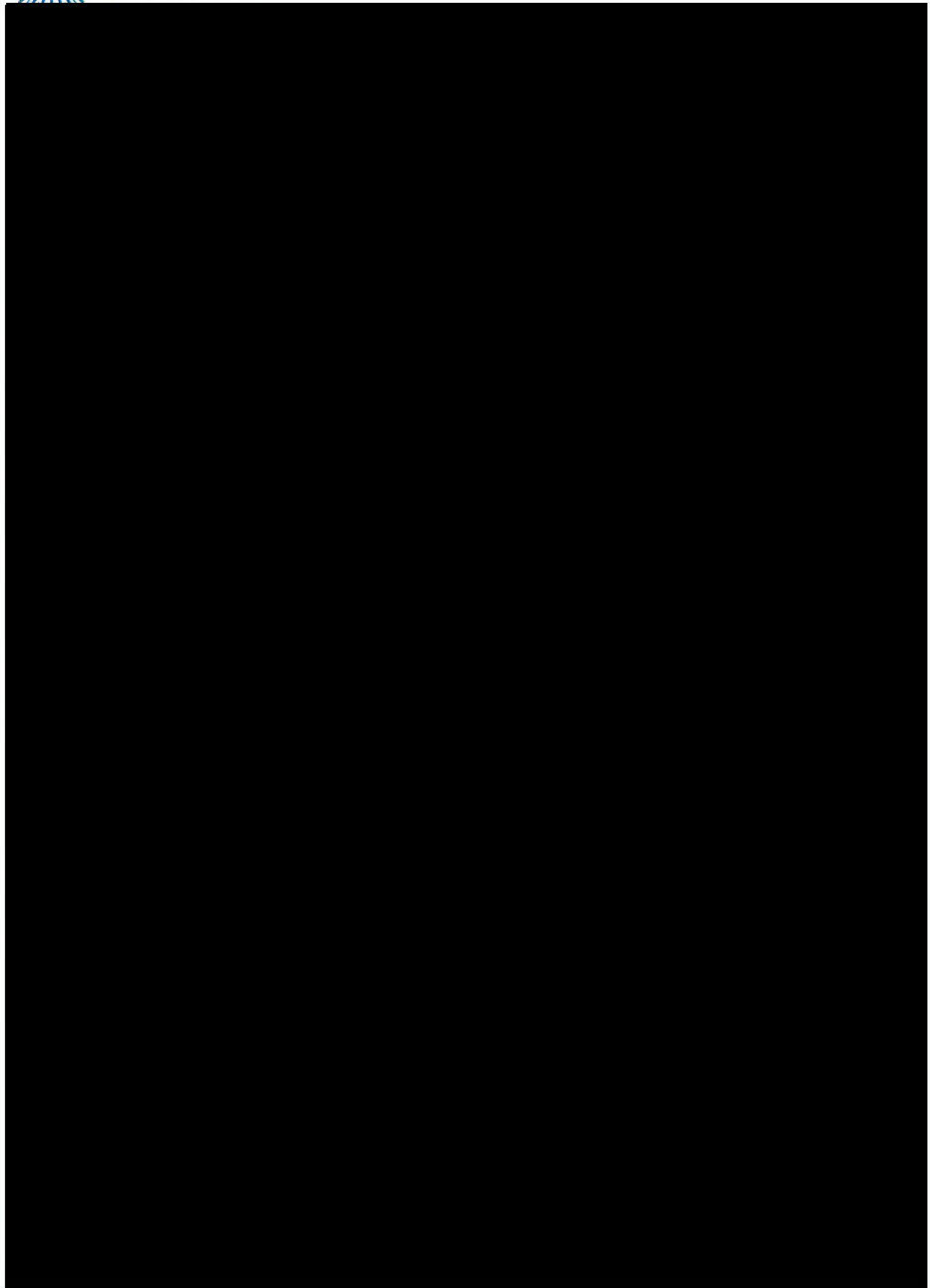


HERBERT
SMITH
FREEHILLS



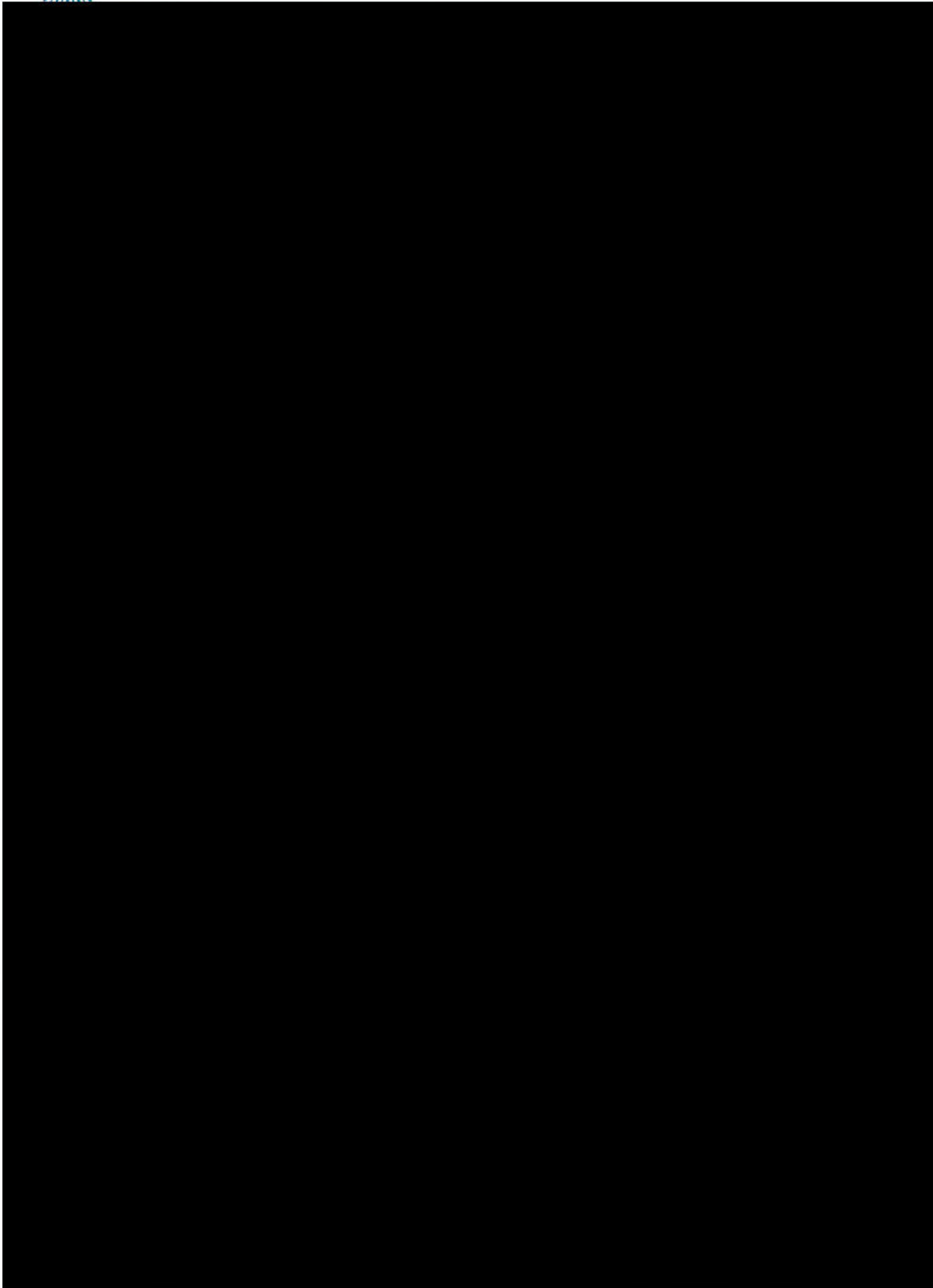


HERBERT
SMITH
FREEHILLS



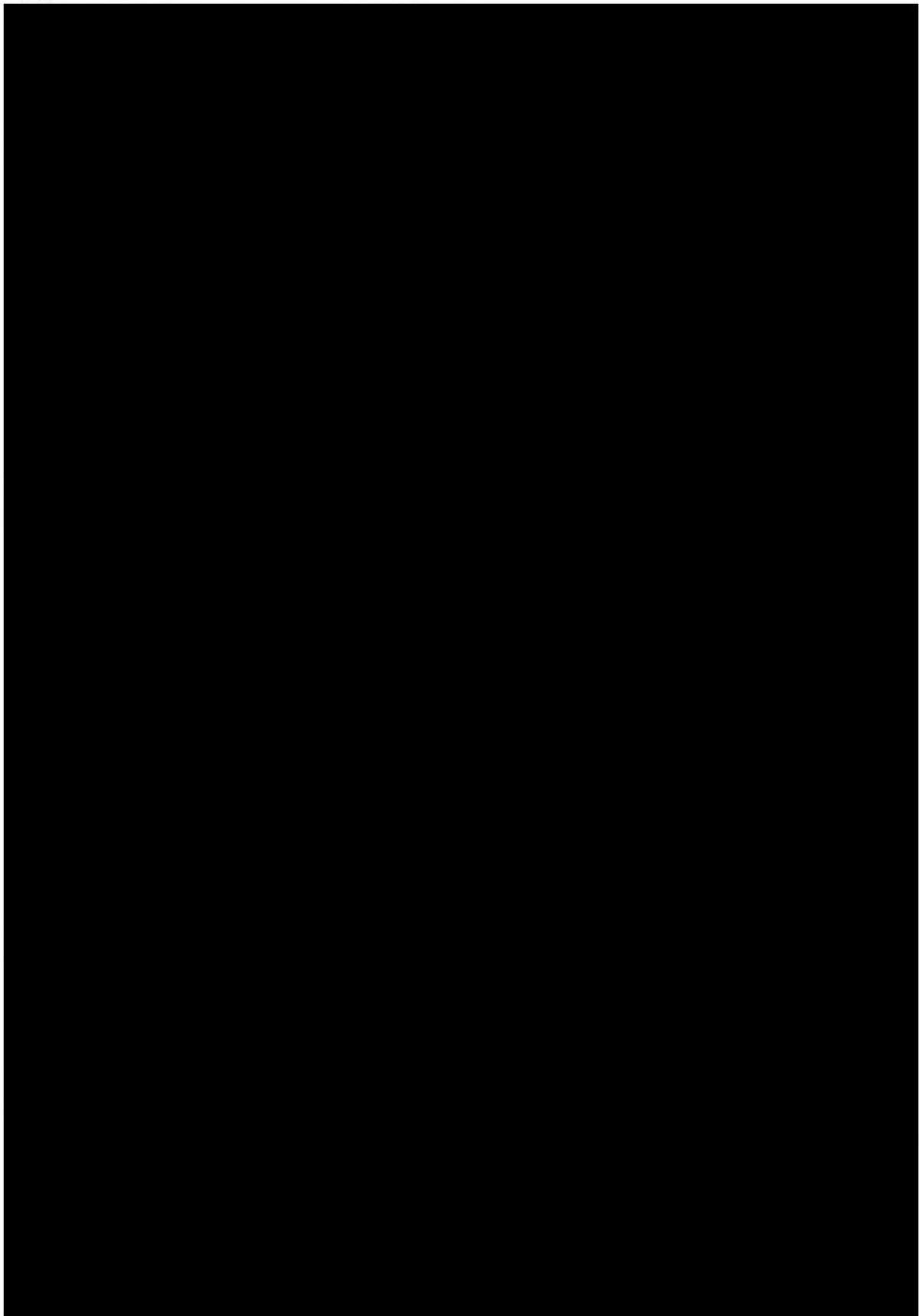


HERBERT
SMITH
FREEHILLS



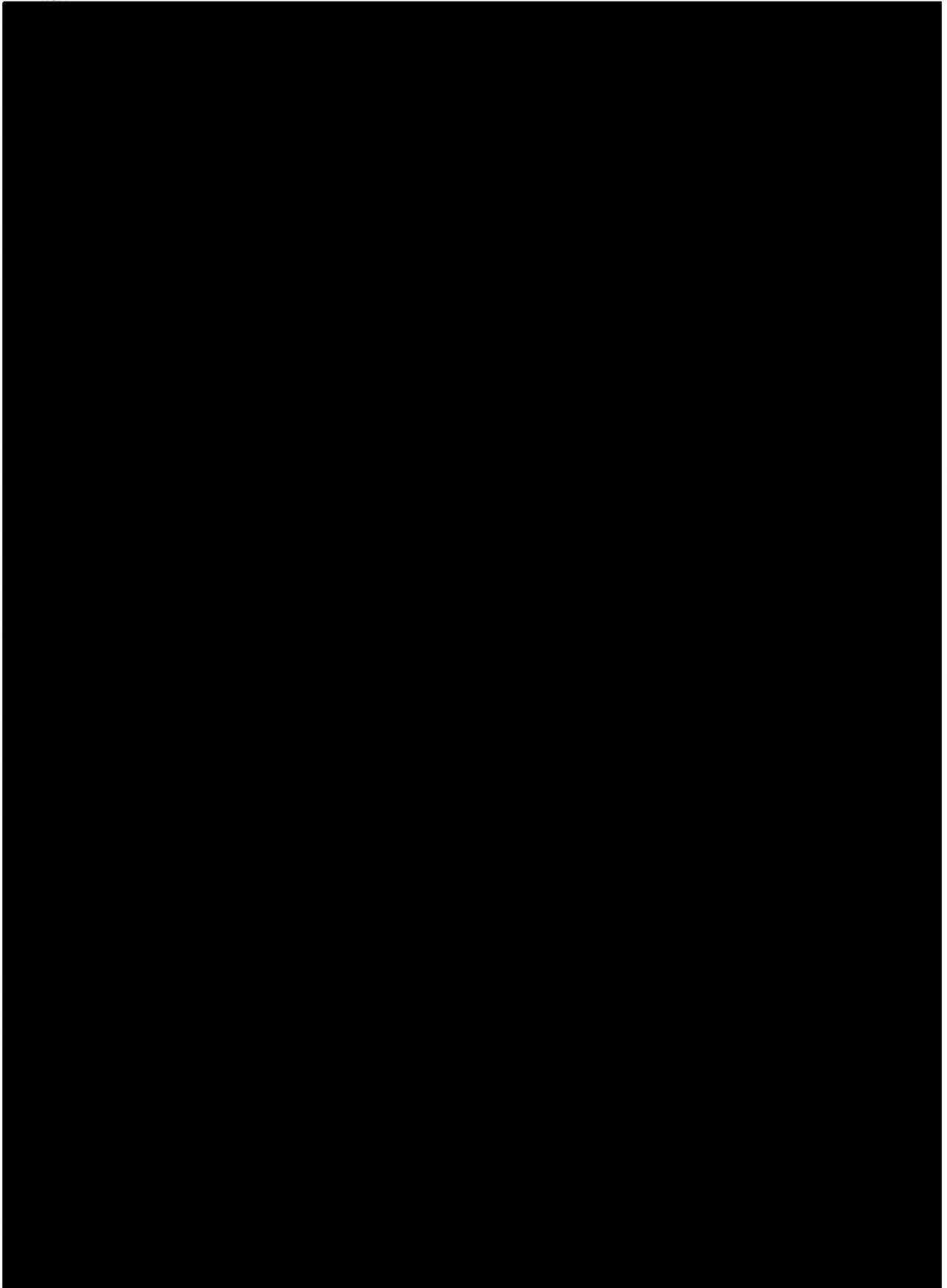


HERBERT
SMITH
FREEHILLS



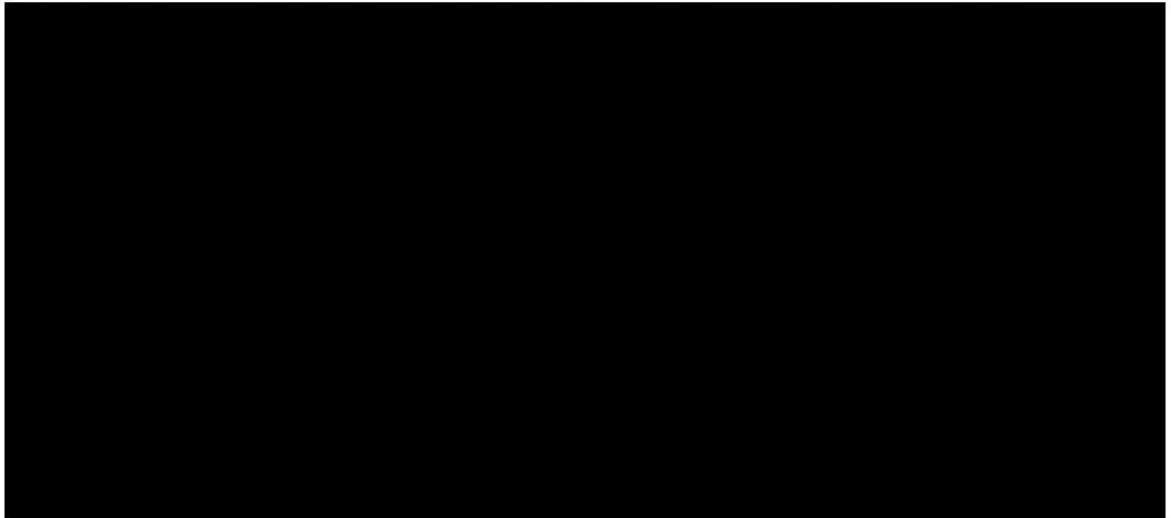


HERBERT
SMITH
FREEHILLS



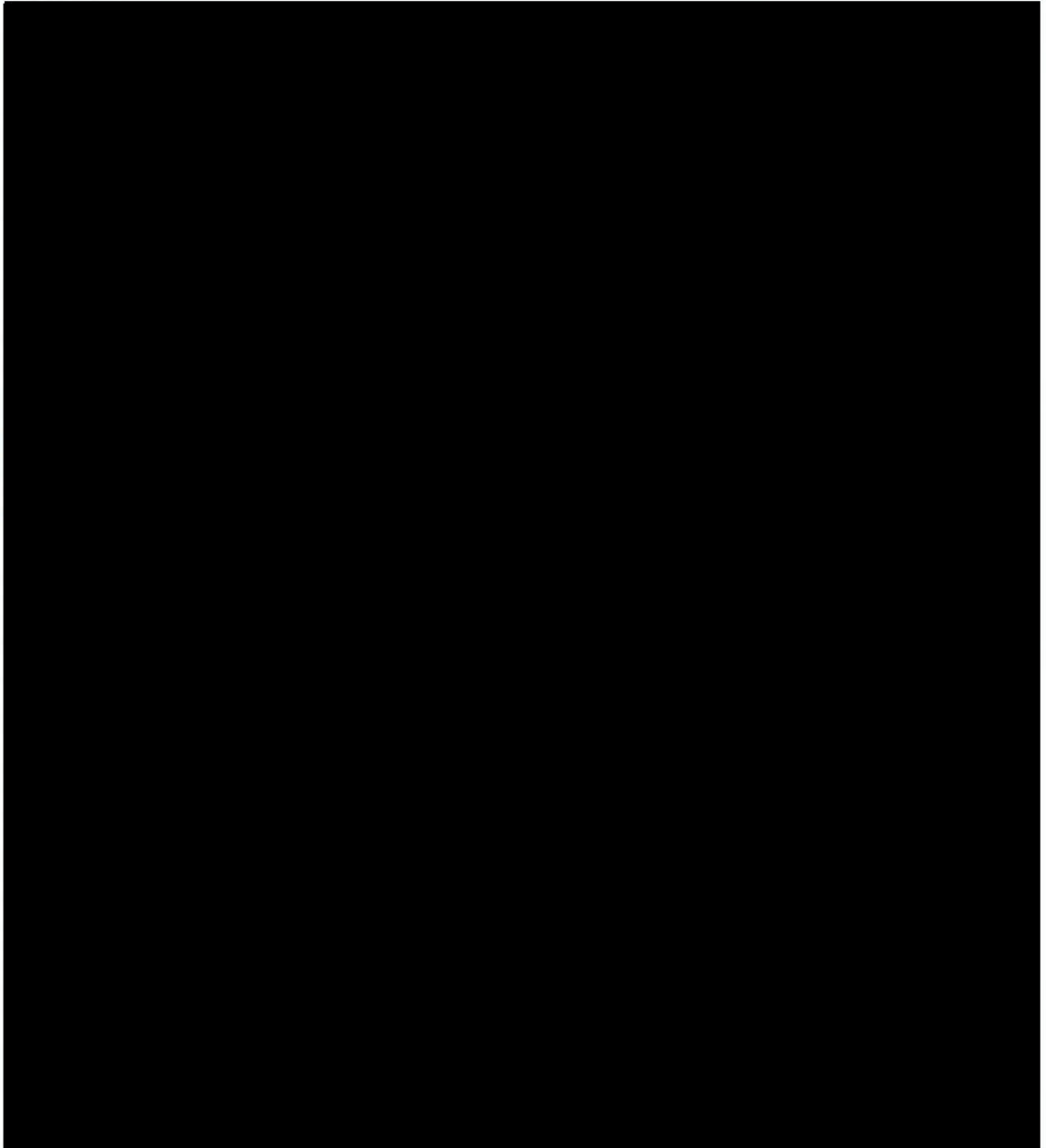


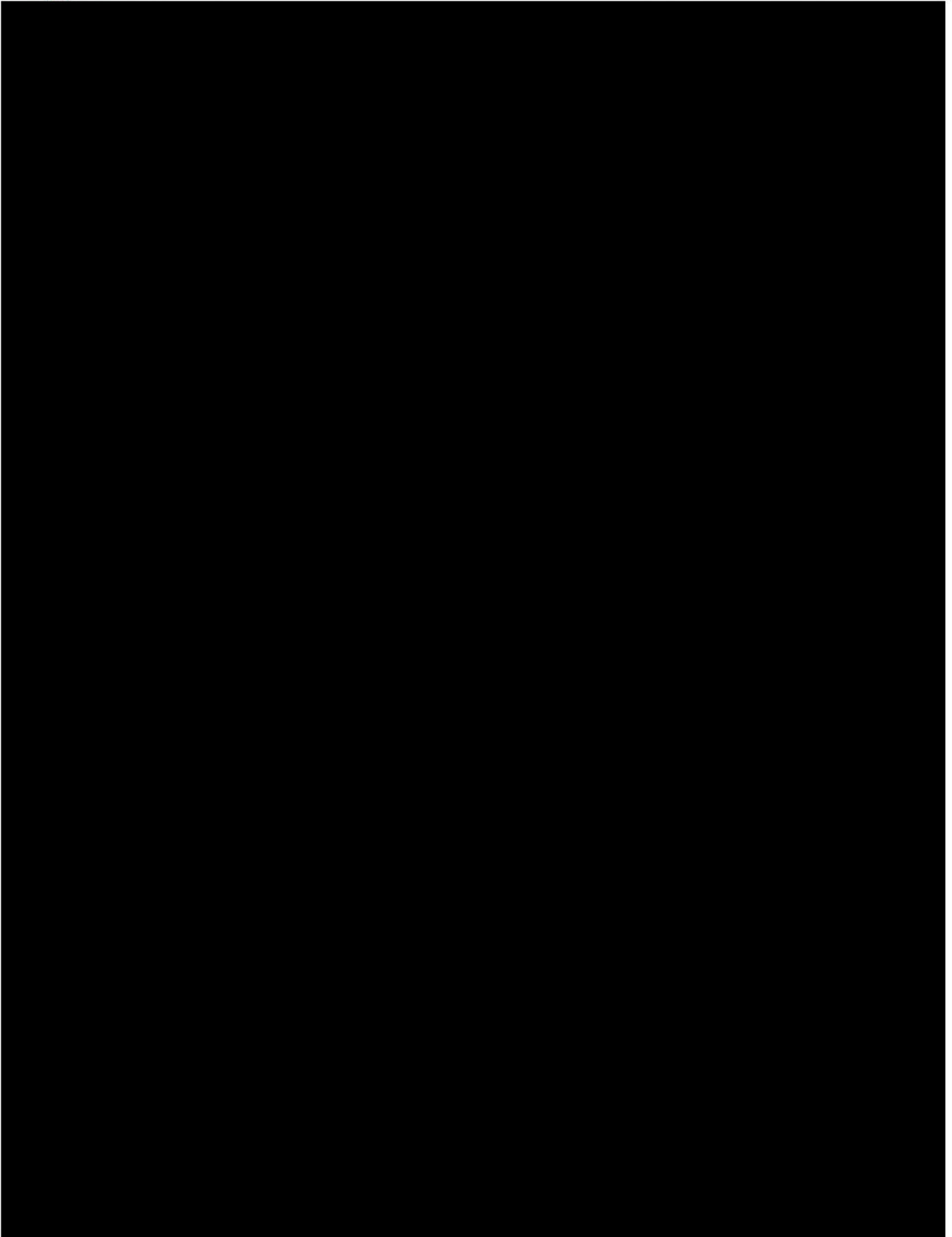
HERBERT
SMITH
FREEHILLS

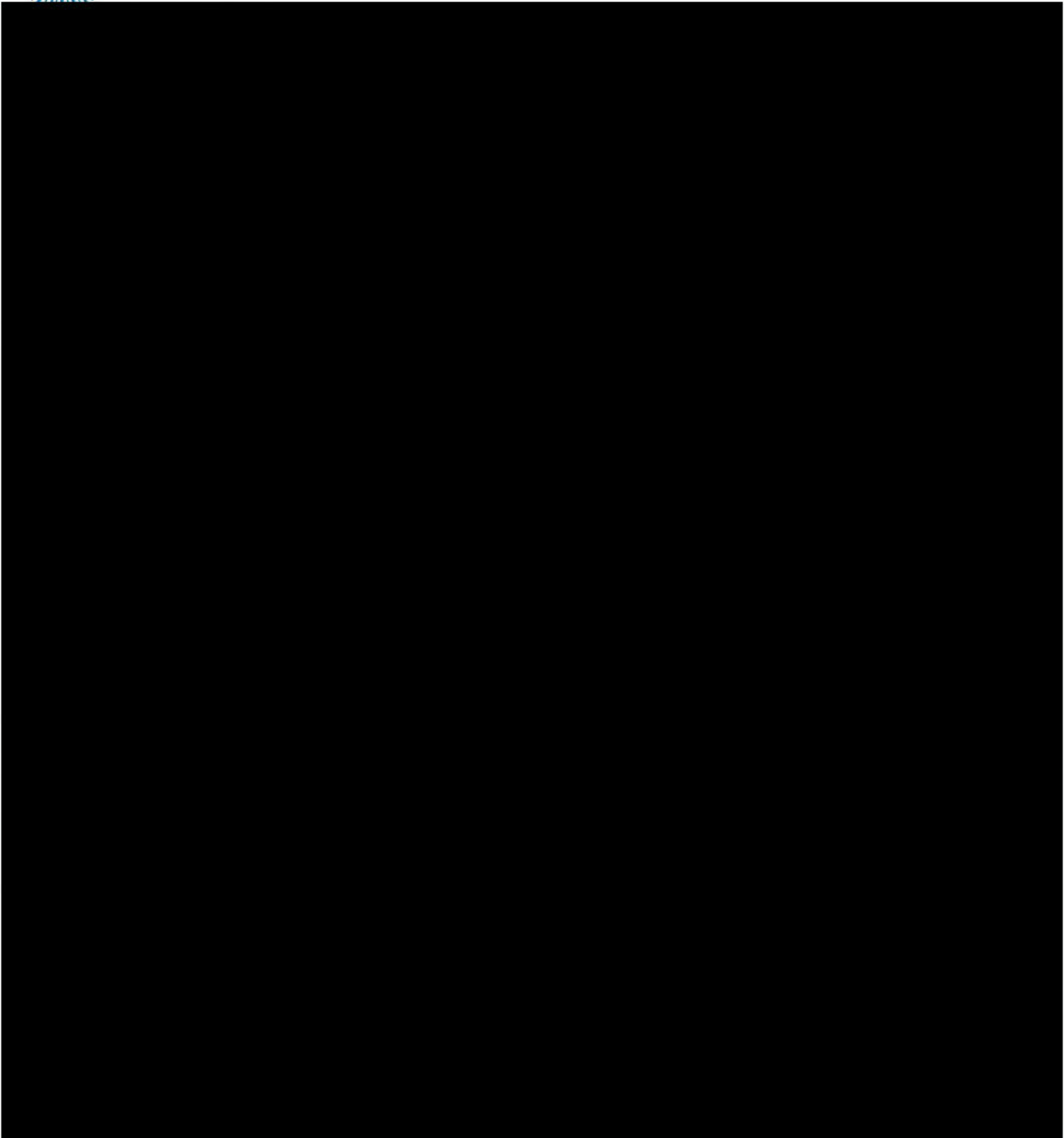




HERBERT
SMITH
FREEHILLS

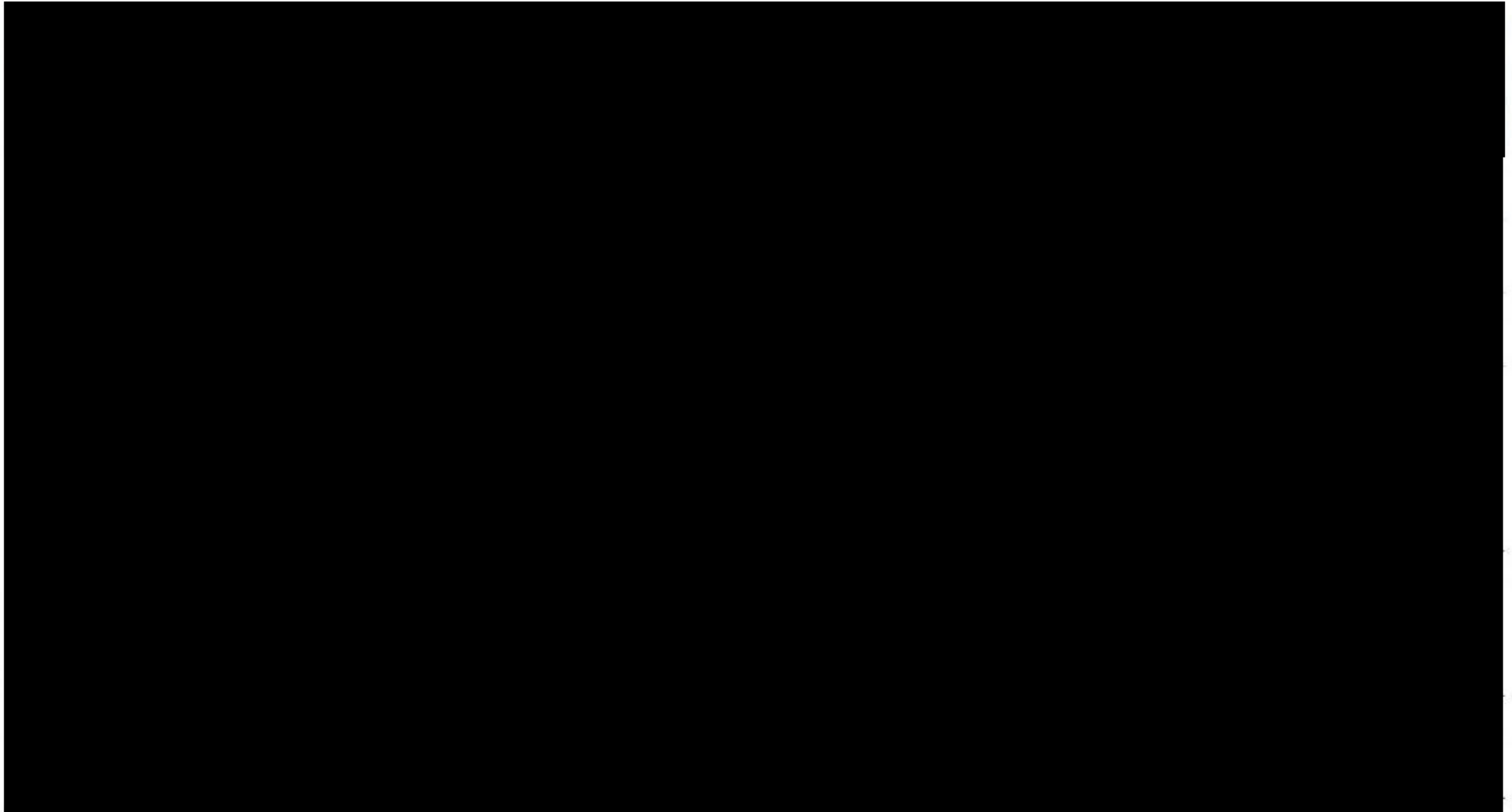






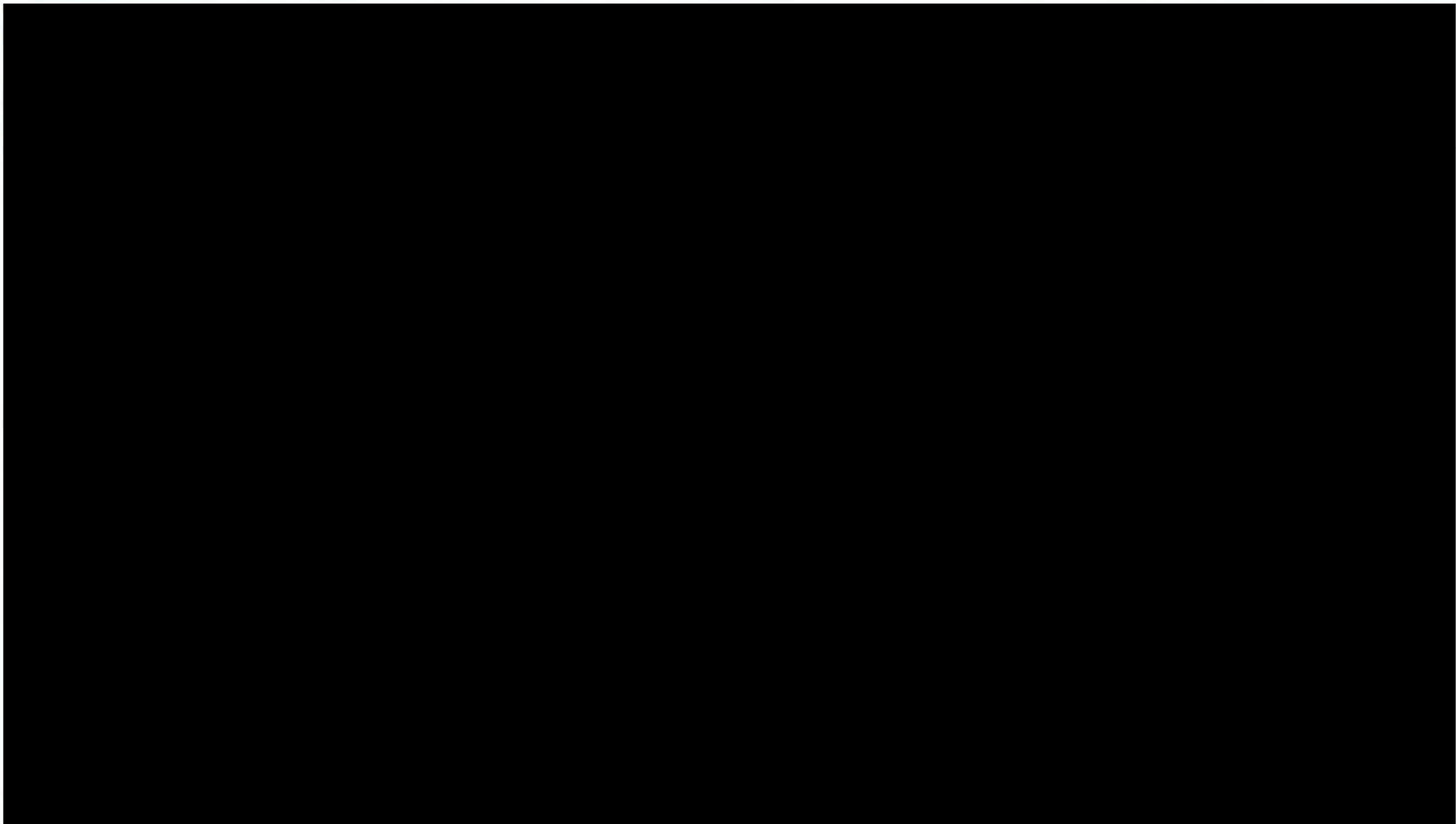


The Funding Allocations at each Payment Date for Commitments 1, 4, 5, 6 and 7.



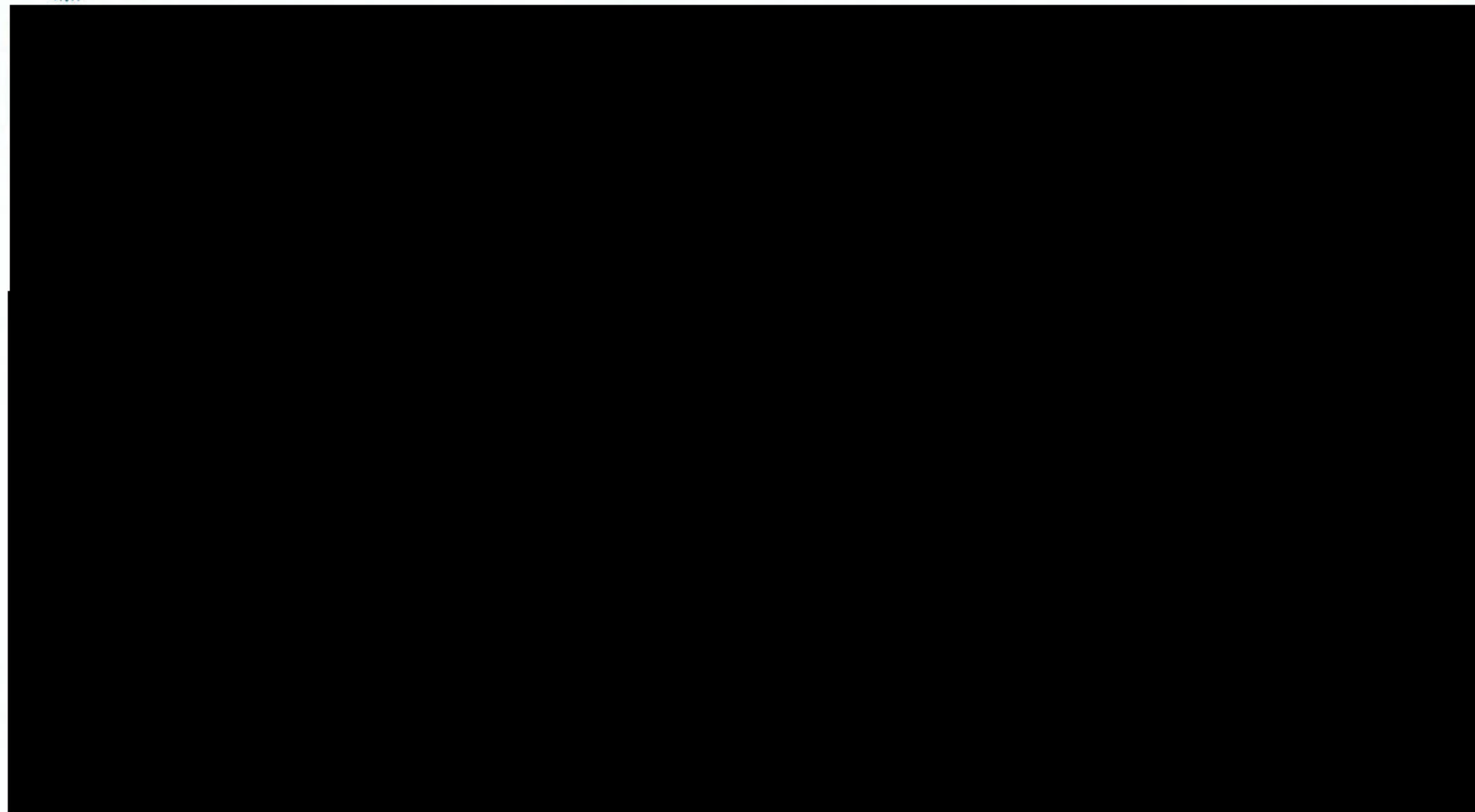


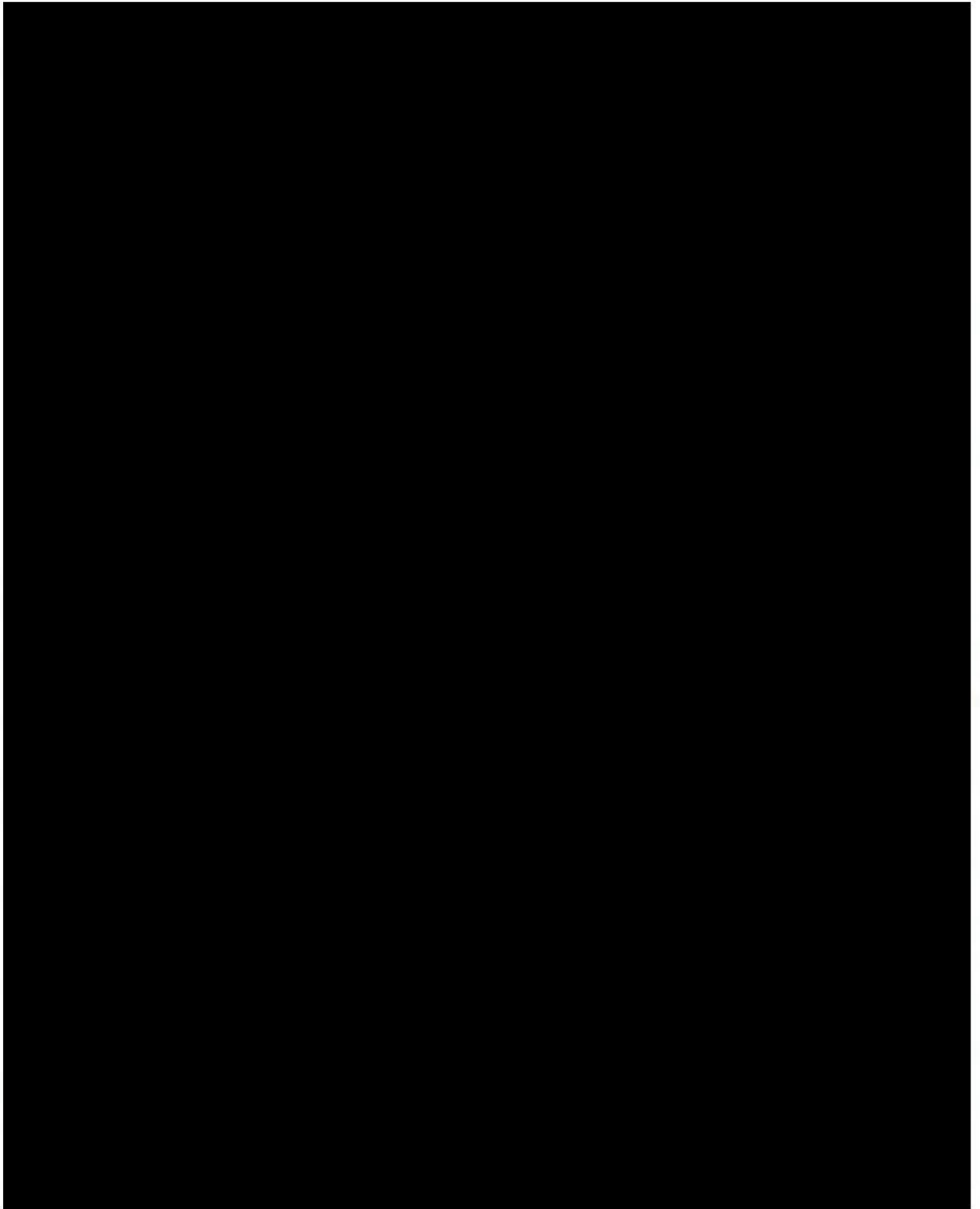
HERBERT
SMITH
FREEHILLS

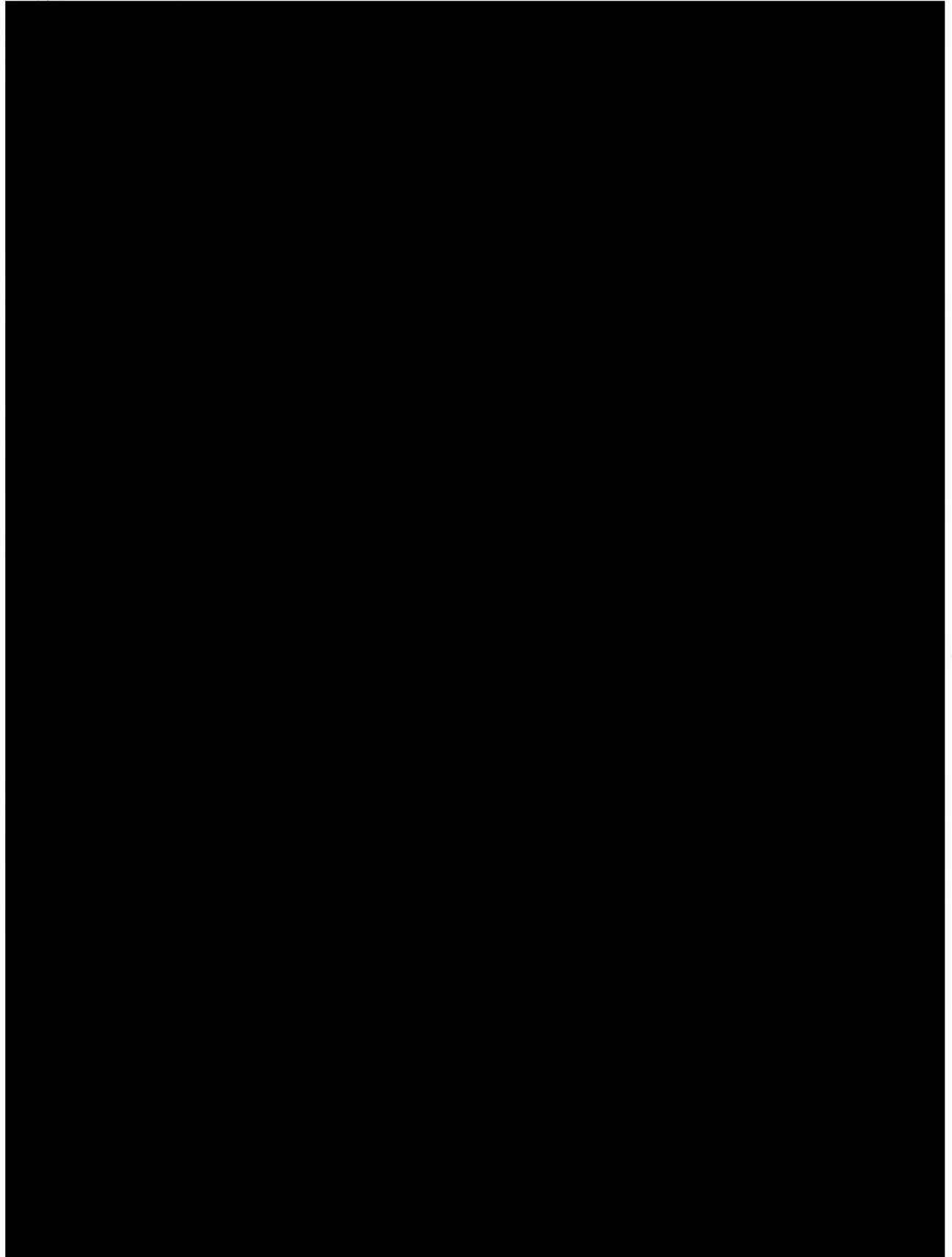




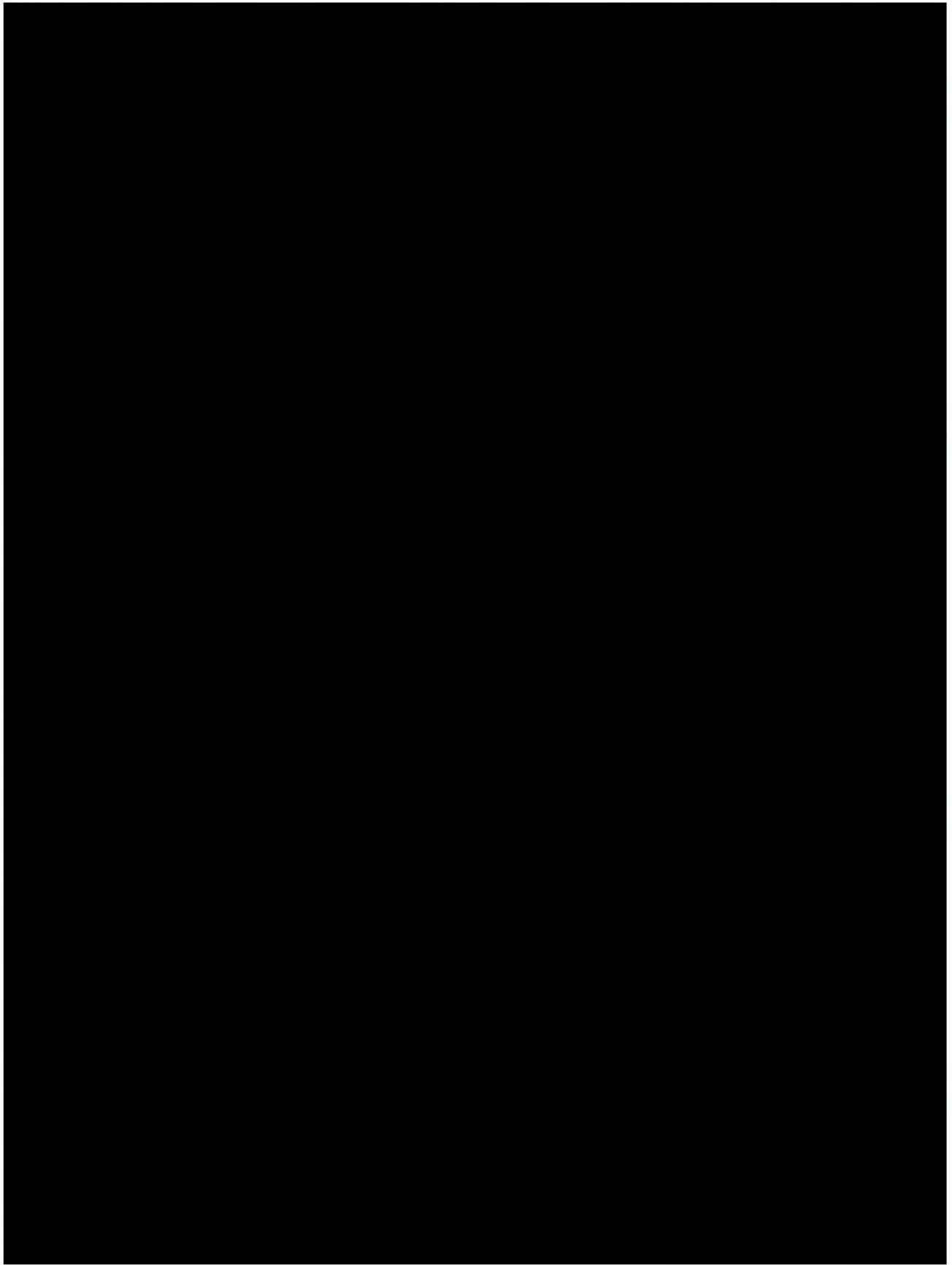
Commitment	Summary of Commitment*	What constitutes failure to achieve Commitment and repayment / withholding	Total Funding Allocation (plus any applicable GST)	Funding Allocation at each scheduled Payment Date (plus any applicable GST)
Commitment 6	Commitment 6 is, in summary, that Qantas must:	If Qantas does not:		
	<ul style="list-style-type: none"> (a) vacate its Current Simulator Facility by 31 March 2022; (b) commission the Simulator Centre in Sydney so it commences operations for pilot training by 31 July 2024 (subject to Force Majeure); and (c) maintain the Simulator Centre in Sydney for no less than 5 years after commencement at the Simulator Centre (clause 2.6). 	<ul style="list-style-type: none"> (a) cease operations at and vacate its Current Simulator Facility by 31 March 2022; (b) subject to clause 2.6(c), commission the Simulator Centre in Sydney so it commences operations for pilot training by 31 July 2024; and (c) maintain utilisation of the Simulator Centre in Sydney for no less than the Simulator Centre Period, <p>then, subject to the Claw Back Condition:</p> <ul style="list-style-type: none"> (d) Qantas must repay to the State within 20 Business Days after notice by the State, all parts of the Funding Allocation for Commitment 6 that has already been paid to Qantas; and 		

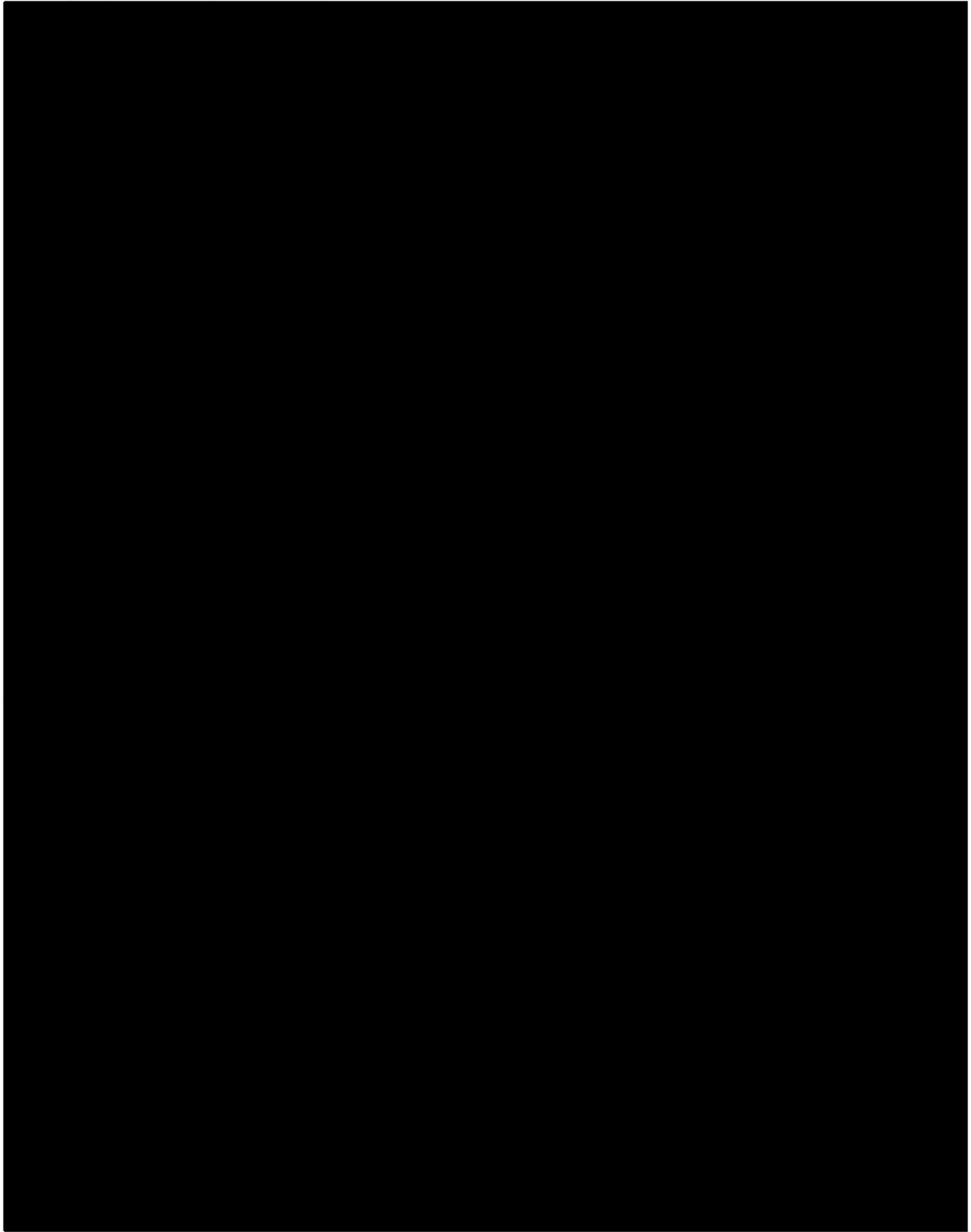


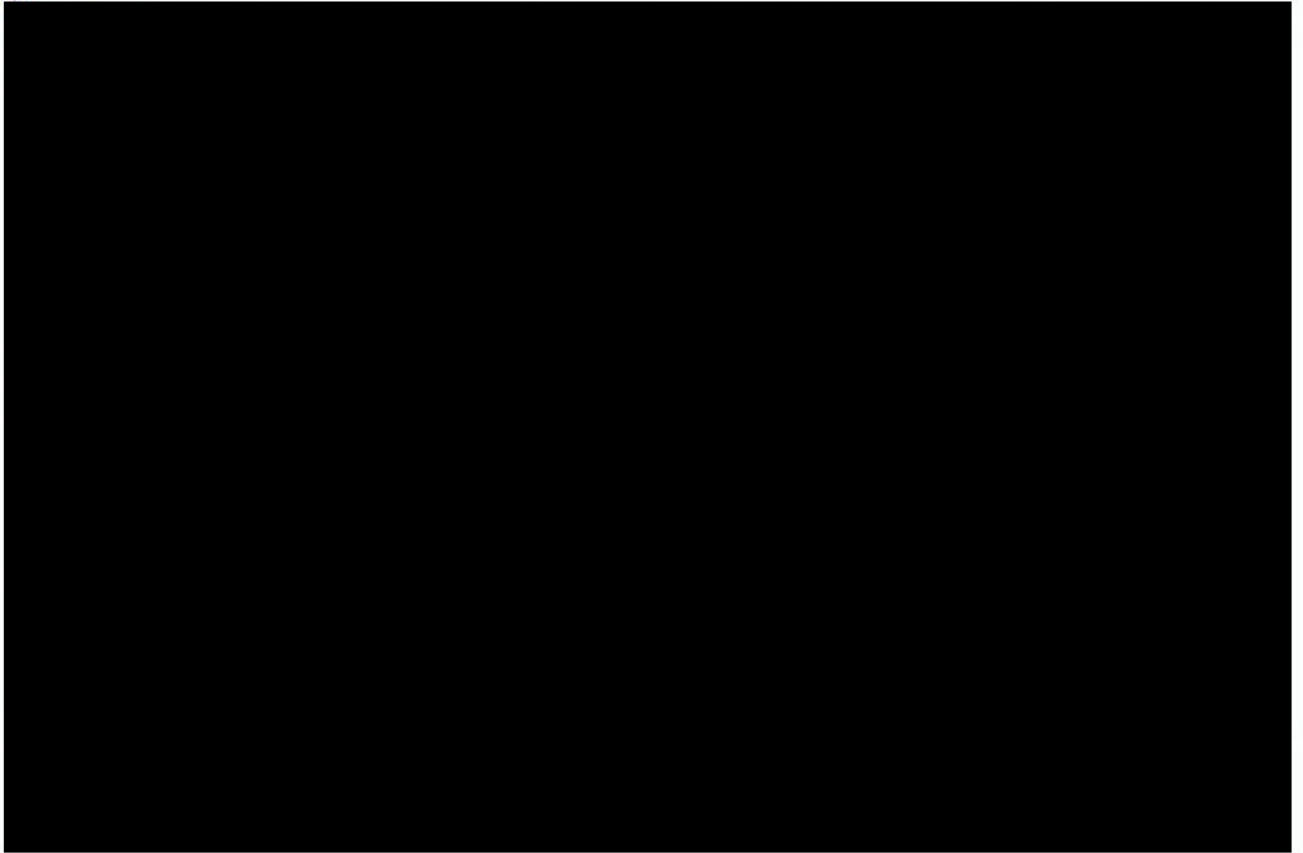












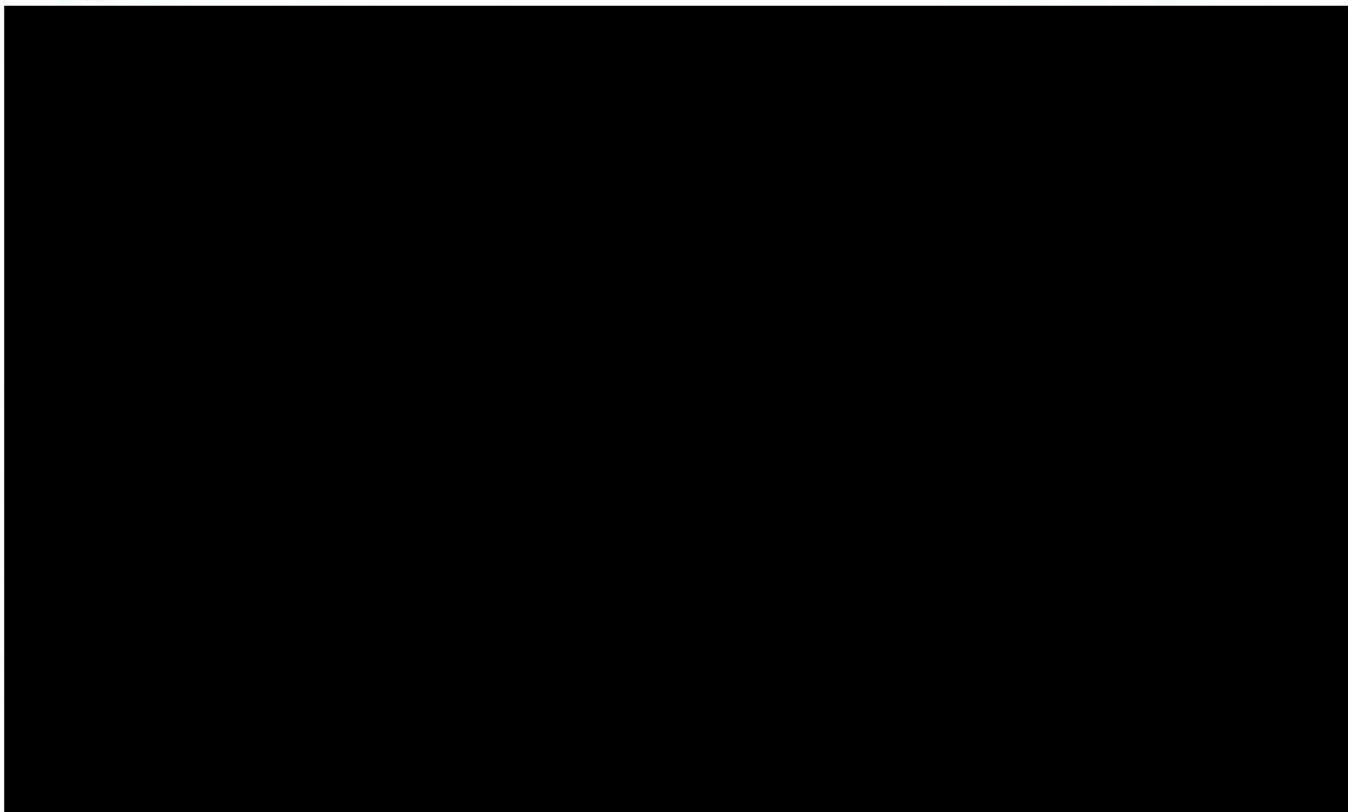


Schedule 3

Simulator Centre

Qantas agrees to commission and utilise a flight simulator centre in Sydney that meets at least the following parameters:

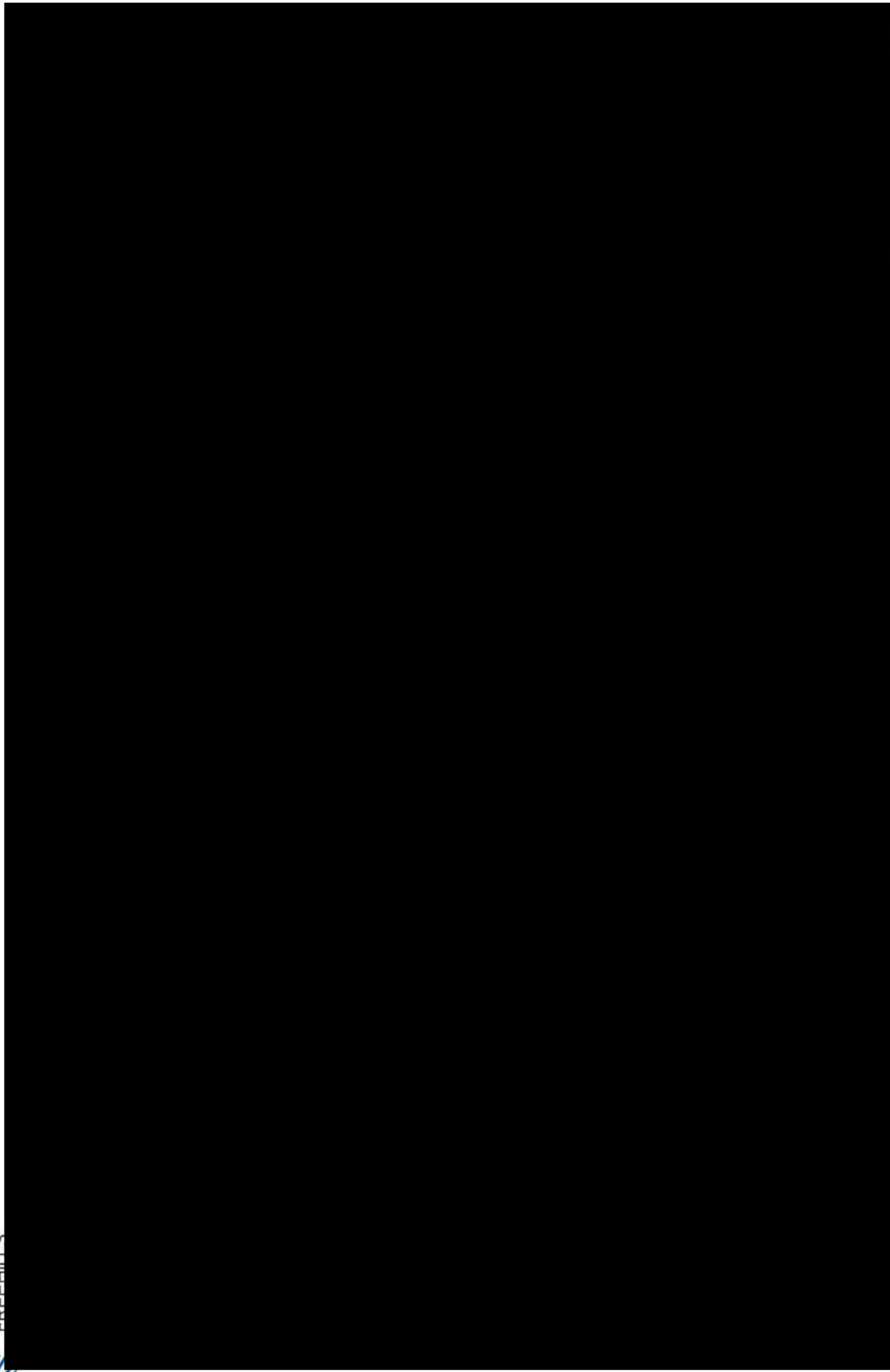
- A 6 bay flight simulator facility plus 3 fixed training device facility including classrooms and associated training areas for the aircraft types of Boeing 737/787 and Airbus A320/330/380.
- Training of pilots on Qantas aircraft.

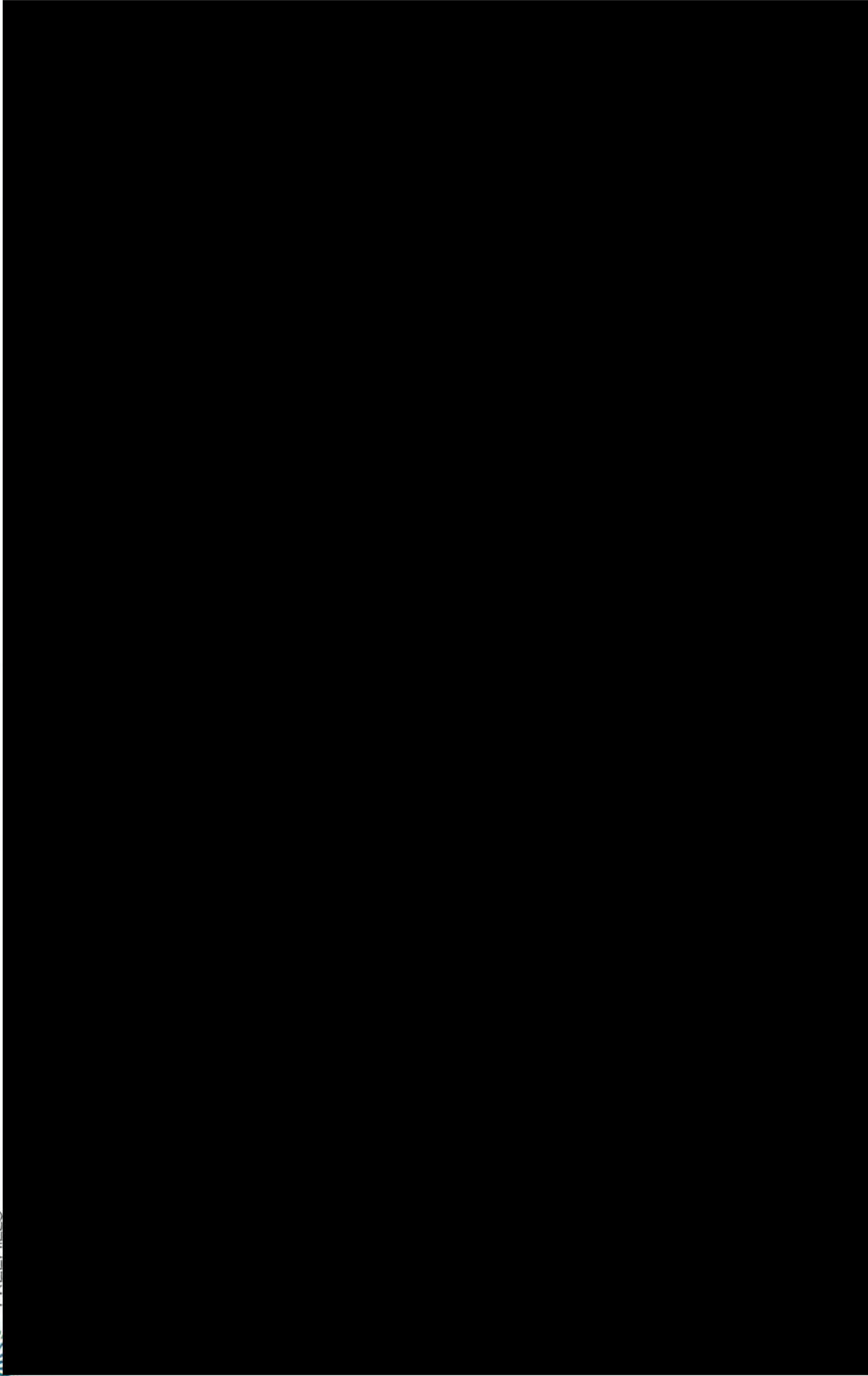


Confidential



HERBERT
SMITH
FREEHILLS

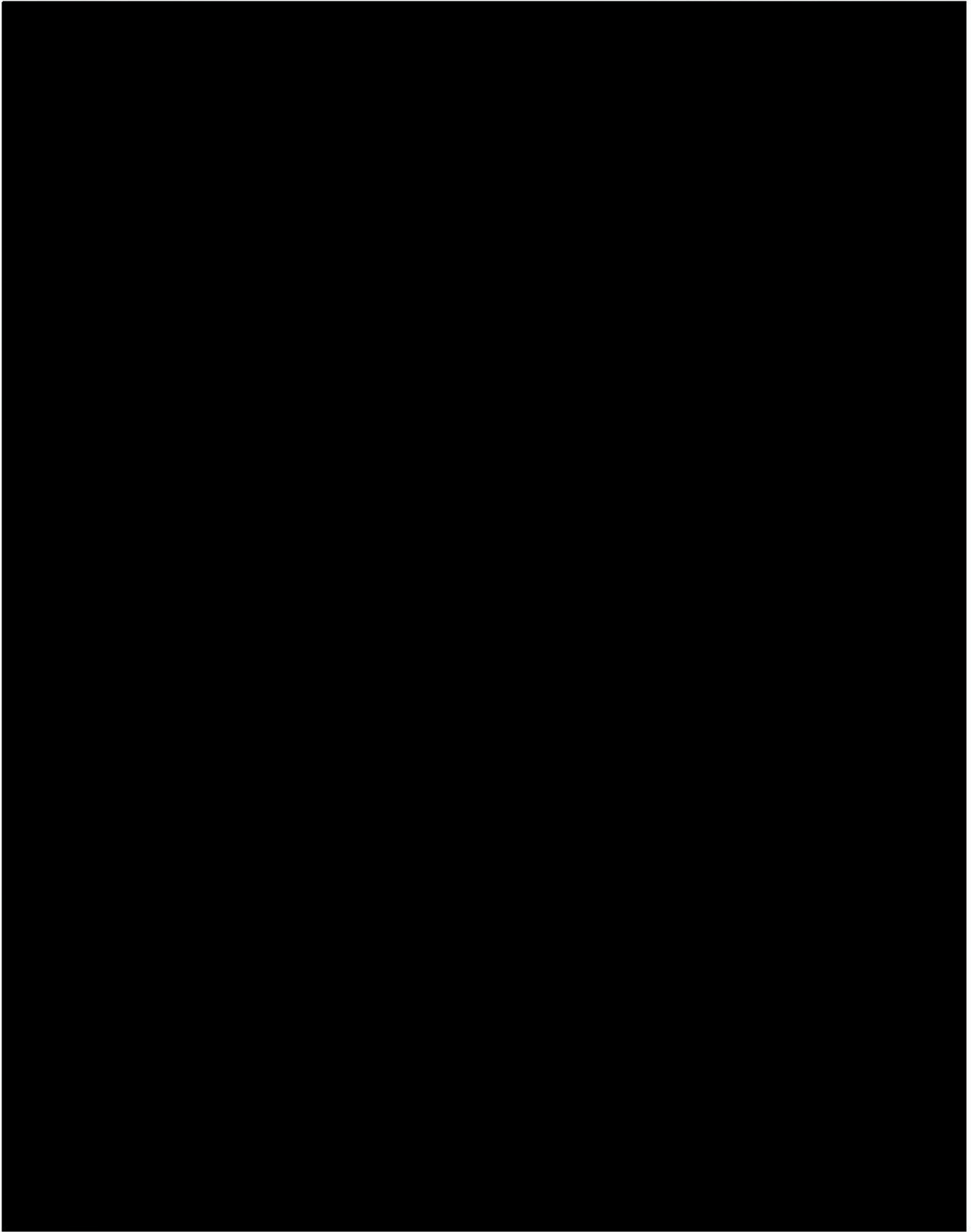




Confidential

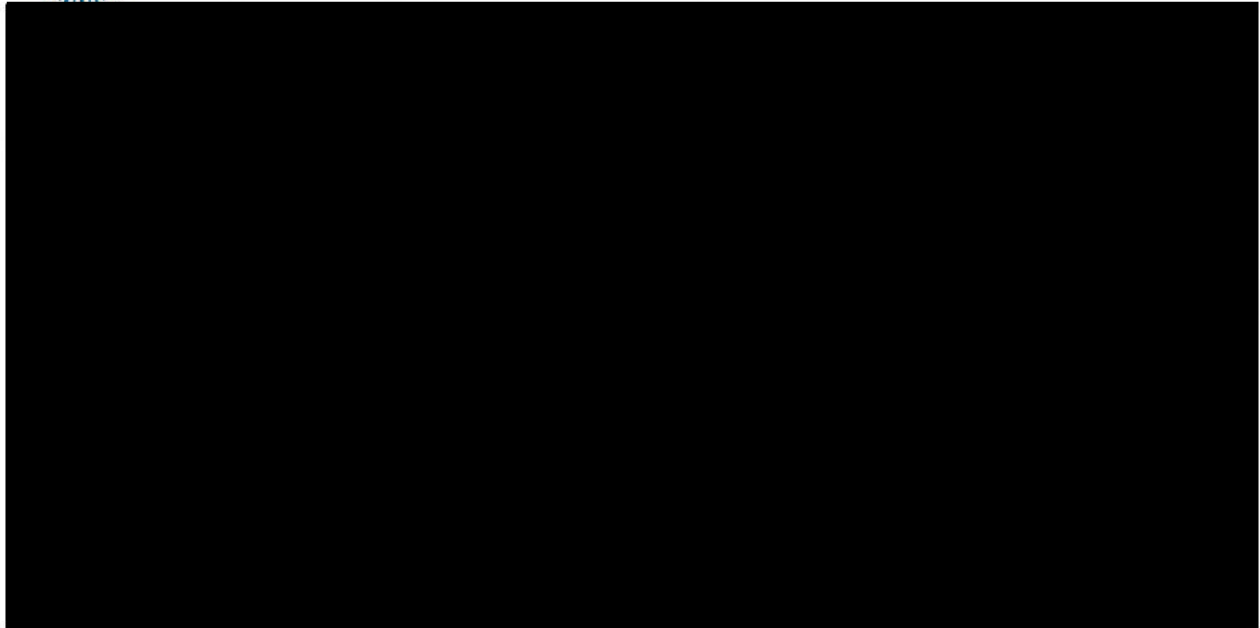


HERBERT
SMITH
FREEHILLS





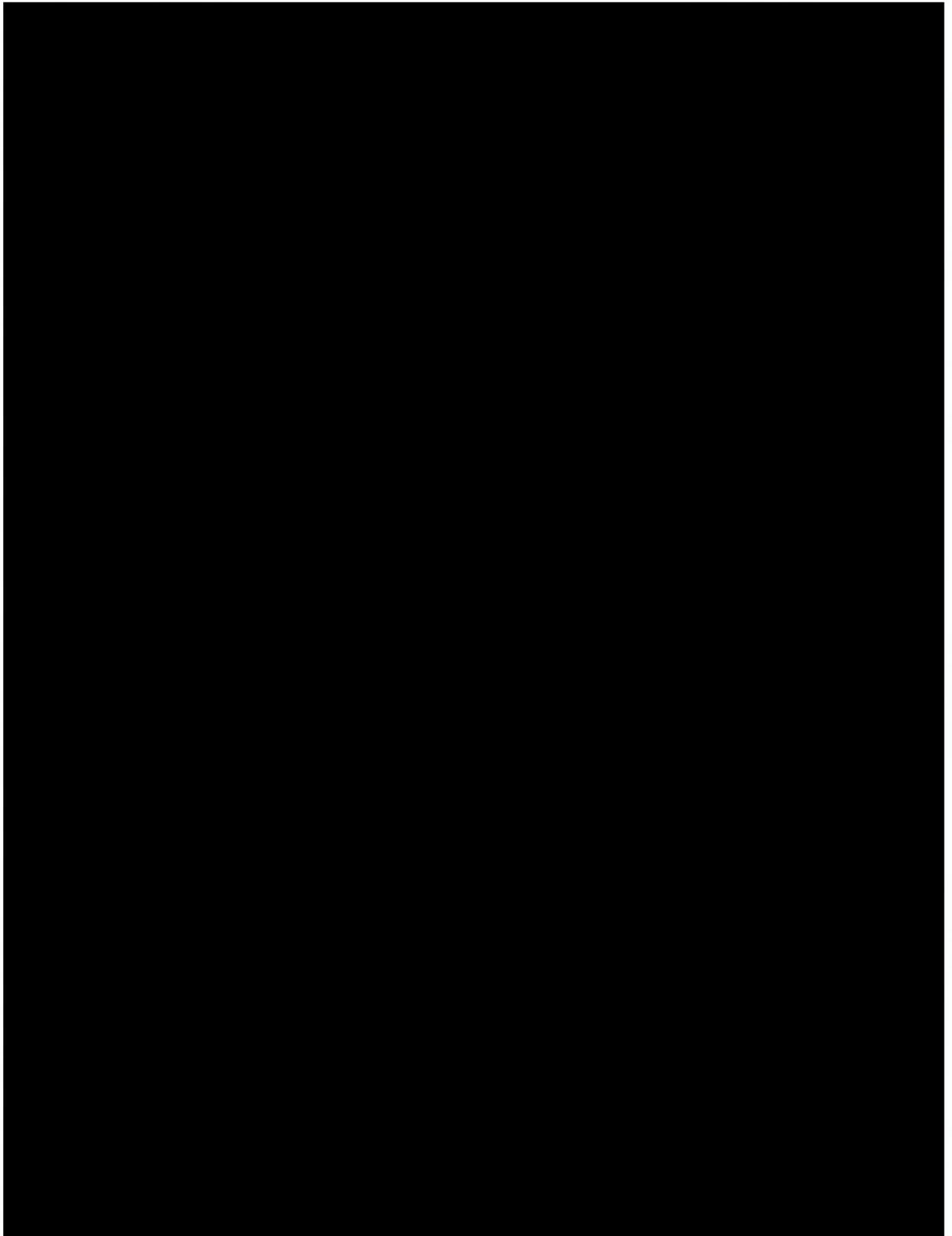
HERBERT
SMITH
FREEHILLS

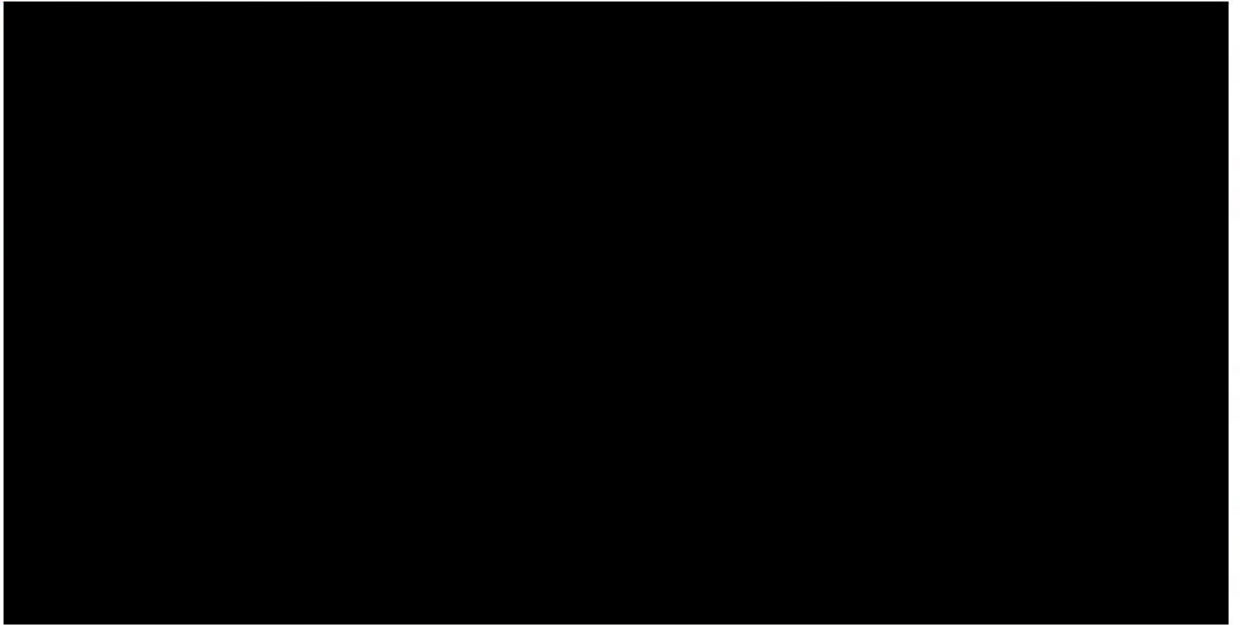


¹ The only "special justification" for not removing a face covering is a legitimate medical reason (at September 2018)



HERBERT
SMITH
FREEHILLS








HERBERT
SMITH
FREEHILLS

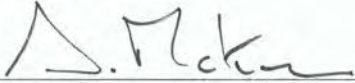
Signing page

Executed as an agreement

State

Signed by The Crown in the right of New South Wales acting through the Honourable Matt Kean MP, the Treasurer in the presence of:

sign here ► 
Signature of Minister
print name Matthew Kean

in the presence of
sign here ► 
Witness
print name STEVEN MCKENNA

Qantas

Signed by
Qantas Airways Ltd ABN 16 009
661 901 by its authorised officer.
by

sign here ► _____	sign here ► _____
Witness	Authorised officer
print name _____	print name _____

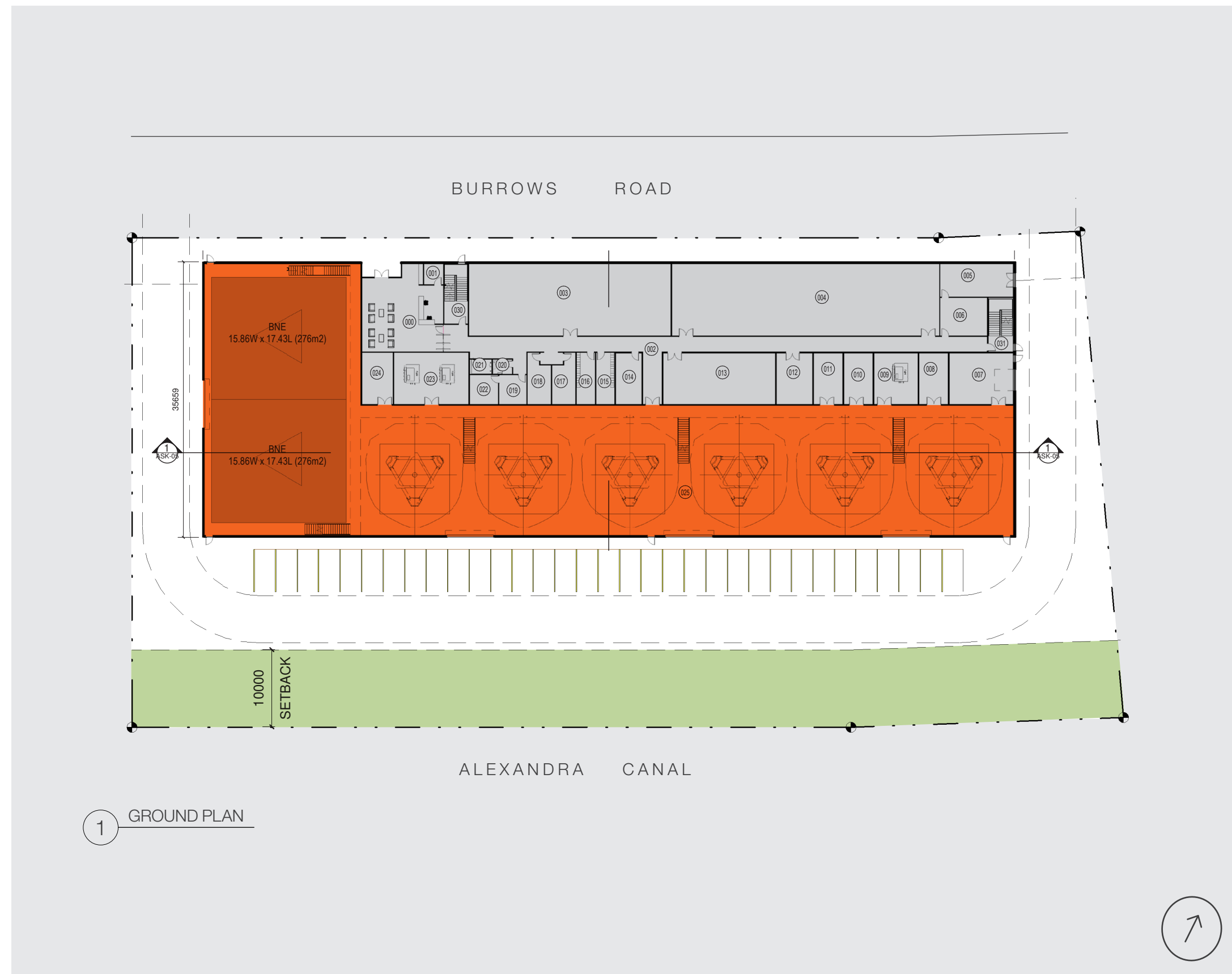
Indicative Plans

28-30 Burrows Rd, St Peters, NSW



SCHEDULE OF AREAS

Site Area (approx.)	7,956sqm
GROUND FLOOR	
GF - Simulator Hall	2,176sqm
GF - Admin/Training	1,567sqm
LEVEL 1	
L1 - Admin/Training	1,588sqm
L1 - Mezzanine (not included in GLA)	152sqm
LEVEL 2	
L2 - Admin/Training	1,588sqm
Total Building Area	6,919sqm
Car Parking Provided	34 spaces



Indicative Plans

28-30 Burrows Rd, St Peters, NSW



SCHEDULE OF AREAS

Site Area (approx.) 7,956sqm

GROUND FLOOR

GF - Simulator Hall	2,176sqm
GF - Admin/Training	1,567sqm

LEVEL 1

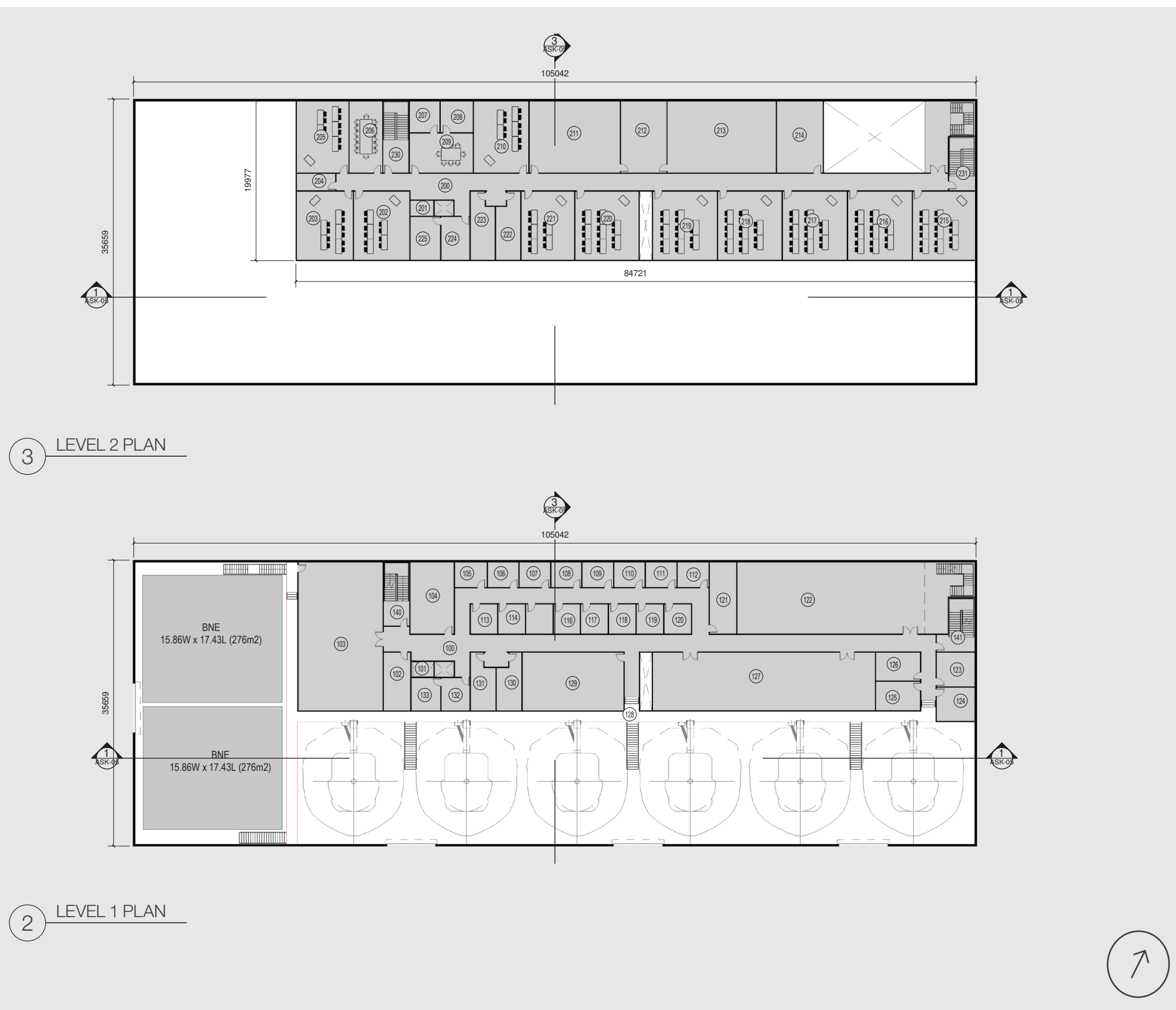
L1 - Admin/Training	1,588sqm
L1 - Mezzanine (not included in GLA)	152sqm

LEVEL 2

L2 - Admin/Training	1,588sqm
---------------------	----------

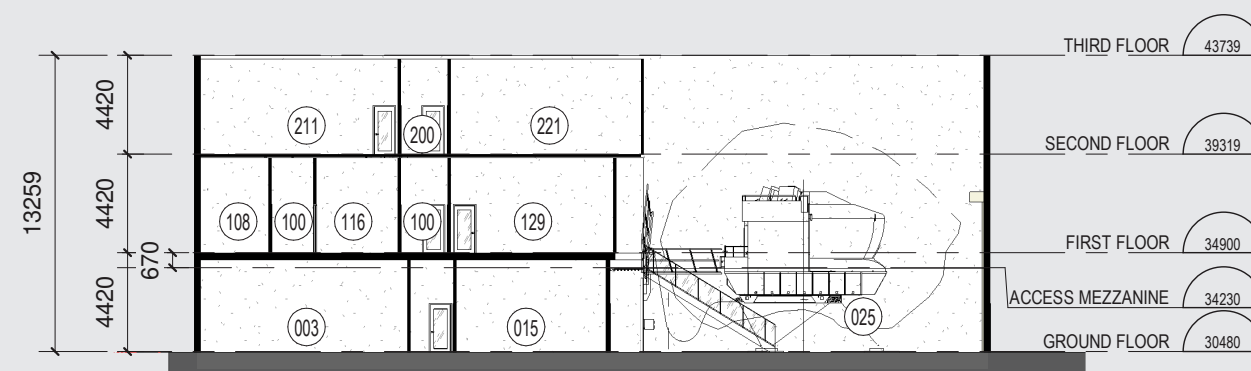
Total Building Area 6,919sqm

Car Parking Provided 34 spaces

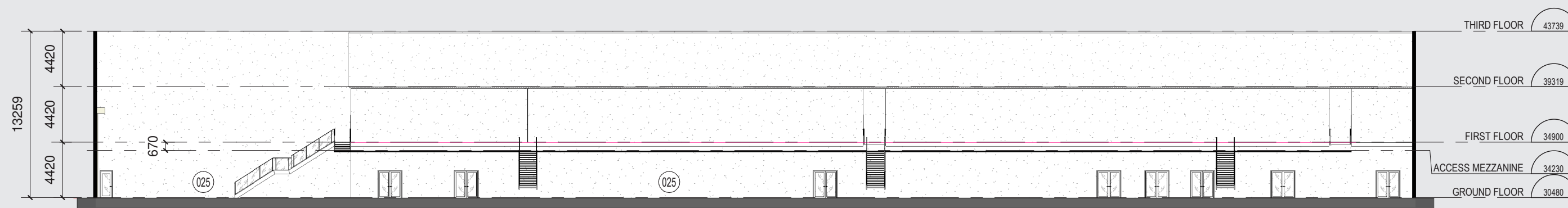


Indicative Sections

28-30 Burrows Rd, St Peters, NSW



3 SECTION



1 SECTION



