



Appendix

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**Compliance  
with the  
*Airports  
Act 1996***

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The Adelaide Airport Master Plan must be prepared in accordance with the requirements of the Airports Act and associated Regulations.

The legislation specifies elements that are to be addressed within a Master Plan. The tables below should be used to reference how each element of the legislation is addressed within the Master Plan 2019.

<b>REQUIREMENTS UNDER PART 5, DIVISION 3, SECTION 70(2) FINAL MASTER PLANS</b>	<b>CHAPTER RESPONSE</b>
<b>THE PURPOSES OF A FINAL MASTER PLAN FOR AN AIRPORT ARE:</b>	
a. to establish the strategic direction for efficient and economic development at the airport over the planning period of the plan	Chapters 3 and 5
b. to provide for the development of additional uses of the airport site	Chapters 7 and 9
c. to indicate to the public the intended uses of the airport site	Chapter 7
d. to reduce potential conflicts between uses of the airport site, and to ensure that uses of the airport site are compatible with the areas surrounding the airport	Chapters 5 and 7
e. to ensure that all operations at the airport are undertaken in accordance with relevant environmental legislation and standards	Chapter 14
f. to establish a framework for assessing compliance at the airport with relevant environmental legislation and standards	Chapter 14
g. to promote the continual improvement of environmental management at the airport	Chapter 14
<b>REQUIREMENTS UNDER PART 5, DIVISION 3, SECTION 71(2) CONTENTS OF DRAFT OR FINAL MASTER PLAN</b>	
a. the airport-lessee company's development objectives for the airport	Chapter 5
b. the airport-lessee company's assessment of the future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport	Chapters 4, 5, 6, 7, 8, 9, 10 and 11
c. the airport-lessee company's intentions for land use and related development of the airport site, where the uses and developments embrace airside, landside, surface access and land planning/zoning aspects	Chapter 7
d. an Australian Noise Exposure Forecast (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport	Chapter 13 and Appendix C
da. flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport	Chapter 13
e. the airport-lessee company's plans, developed following consultations with the airlines that use the airport and local government bodies in the vicinity of the airport, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels	Chapter 13 and Appendix C
f. the airport-lessee company's assessment of environmental issues that might reasonably be expected to be associated with the implementation of the plan	Chapter 14
g. the airport-lessee company's plans for dealing with the environmental issues mentioned in paragraph (f) (including plans for ameliorating or preventing environmental impacts)	Chapter 14





REQUIREMENTS UNDER PART 5, DIVISION 3, SECTION 71(2) CONTENTS OF DRAFT OR FINAL MASTER PLAN	CHAPTER RESPONSE
<p>ga. in relation to the first 8 years of the master plan – a plan for a ground transport system on the landside of the airport that details:</p> <ul style="list-style-type: none"><li>i. a road network plan</li><li>ii. the facilities for moving people (employees, passengers and other airport users) and freight at the airport</li><li>iii. the linkages between those facilities, the road network and public transport system at the airport and the road network and public transport system outside the airport</li><li>iv. the arrangements for working with the State or local authorities or other bodies responsible for the road network and the public transport system</li><li>v. the capacity of the ground transport system at the airport to support operations and other activities at the airport</li><li>vi. the likely effect of the proposed developments in the master plan on the ground transport system and traffic flows at, and surrounding, the airport</li></ul>	Chapter 10
<p>gb. in relation to the first 8 years of the master plan - detailed information on the proposed developments in the master plan that are to be used for:</p> <ul style="list-style-type: none"><li>i. commercial, community, office or retail purposes</li><li>ii. for any other purpose that is not related to airport services</li></ul>	Chapter 9
<p>gc. in relation to the first 8 years of the master plan - the likely effect of the proposed developments in the master plan on:</p> <ul style="list-style-type: none"><li>i. employment levels at the airport</li><li>ii. the local and regional economy and community, including an analysis of how the proposed developments fit within the planning schemes for commercial and retail development in the area that is adjacent to the airport</li></ul>	Chapter 3
<p>h. an environment strategy that details:</p> <ul style="list-style-type: none"><li>i. the airport-lessee company's objectives for the environmental management of the airport</li><li>ii. the areas (if any) within the airport site which the airportlessee company, in consultation with State and Federal conservation bodies, identifies as environmentally significant</li><li>iii. the sources of environmental impact associated with airport operations</li><li>iv. the studies, reviews and monitoring to be carried out by the airportlessee company in connection with the environmental impact associated with airport operations</li><li>v. the time frames for completion of those studies and reviews and for reporting on that monitoring</li><li>vi. the specific measures to be carried out by the airportlessee company for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations</li><li>vii. the time frames for completion of those specific measures</li><li>viii. details of the consultations undertaken in preparing the strategy (including the outcome of the consultations)</li><li>ix. any other matters that are prescribed in the regulations</li></ul>	Chapter 14
<p>i. such other matters (if any) as are specified in the regulations</p>	





REQUIREMENTS UNDER PART 5, DIVISION 3, SECTION 71A DRAFT OR FINAL MASTER PLAN MUST IDENTIFY PROPOSED SENSITIVE DEVELOPMENTS	CHAPTER RESPONSE
1. A draft or final master plan must identify any proposed sensitive development in the plan.	Chapter 7
2. A sensitive development is the development of, or a redevelopment that increases the capacity of, any of the following: a. a residential dwelling b. a community care facility c. a pre-school d. a primary, secondary, tertiary or other educational institution e. a hospital	Chapter 7
(2A) A sensitive development does not include the following: a. an aviation educational facility b. accommodation for students studying at an aviation educational facility at the airport c. a facility with the primary purpose of providing emergency medical treatment and which does not have inpatient facilities d. a facility with the primary purpose of providing in-house training to staff of an organisation conducting operations at the airport	Noted

REQUIREMENTS UNDER PART 5, DIVISION 3, SECTION 79 PUBLIC COMMENT OR ADVICE TO STATE ETC.	CHAPTER RESPONSE
<b>ADVICE TO STATE ETC.</b>	
(1A) Before giving the Minister a draft master plan for an airport under section 75, 76 or 78, the airport-lessee company for the airport must advise, in writing, the following persons of its intention to give the Minister the draft master plan: a. the Minister, of the State in which the airport is situated, with responsibility for town planning or use of land; b. the authority of that State with responsibility for town planning or use of land; c. each local government body with responsibility for an area surrounding the airport	Noted





REQUIREMENTS UNDER PART 5, DIVISION 3, SECTION 79 PUBLIC COMMENT OR ADVICE TO STATE ETC.	CHAPTER RESPONSE
(1B) The draft plan submitted to the Minister must be accompanied by: <ul style="list-style-type: none"><li>a. a copy of the advice given under subsection (1A); and</li><li>b. a written certificate signed on behalf of the company listing the names of those to whom the advice was given</li></ul>	Noted
<b>PUBLIC COMMENT</b>	
(1) After giving the advice under subsection (1A), but before giving the Minister the draft master plan, the company must also: <ul style="list-style-type: none"><li>a. cause to be published in a newspaper circulating generally in the State in which the airport is situated, and on the airport's website, a notice:<ul style="list-style-type: none"><li>i. stating that the company has prepared a preliminary version of the draft plan; and</li><li>ii. stating that copies of the preliminary version will be available for inspection and purchase by members of the public during normal office hours throughout the period of 60 business days after the publication of the notice; and</li><li>iii. specifying the place or places where the copies will be available for inspection and purchase; and<ul style="list-style-type: none"><li>iiia. in the case of a notice published in a newspaper—stating that copies of the preliminary version will be available free of charge to members of the public on the airport's website throughout the period of 60 business days after the publication of the notice; and</li><li>iiib. in the case of a notice published in a newspaper—specifying the address of the airport's website; and</li></ul></li><li>iv. in any case—inviting members of the public to give written comments about the preliminary version to the company within 60 business days after the publication of the notice; and</li></ul></li><li>b. make copies of the preliminary version available for inspection and purchase by members of the public in accordance with the notice; and</li><li>c. make copies of the preliminary version available free of charge to members of the public on the airport's website:<ul style="list-style-type: none"><li>i. in a readily accessible format that is acceptable to the Minister; and</li><li>ii. in accordance with the notice.</li></ul></li></ul>	Noted
(2) If members of the public (including persons covered by subsection (1A)) have given written comments about the preliminary version in accordance with the notice, the draft plan submitted to the Minister must be accompanied by: <ul style="list-style-type: none"><li>a. copies of those comments; and</li><li>b. a written certificate signed on behalf of the company:<ul style="list-style-type: none"><li>i. listing the names of those members of the public; and</li><li>ii. summarising those comments; and</li><li>iii. demonstrating that the company has had due regard to those comments in preparing the draft plan; and</li><li>iv. setting out such other information (if any) about those comments as is specified in the regulations.</li></ul></li></ul>	Upcoming action
(3) Subsection (2) does not, by implication, limit the matters to which the company may have regard.	Noted





REQUIREMENTS UNDER PART 5, DIVISION 3, SECTION 80 CONSULTATIONS	CHAPTER RESPONSE
(1) This section applies if: a. an airport-lessee company gives the Minister a draft master plan under section 75, 76 or 78; and b. before the publication under section 79 of a notice about the plan, the company consulted (other than by giving an advice under subsection 79(1A)) a person covered by any of the following subparagraphs: i. a State government; ii. an authority of a State; iii. a local government body; iv. an airline or other user of the airport concerned; v. any other person.	Noted
(2) The draft plan submitted to the Minister must be accompanied by a written statement signed on behalf of the company: a. listing the names of the persons consulted; and b. summarising the views expressed by the persons consulted.	Upcoming action

REQUIREMENTS UNDER REGULATION 5.02: CONTENTS OF DRAFT OR FINAL MASTER PLAN - GENERAL	CHAPTER RESPONSE
1. For paragraphs 71(2)(j) and (3)(j) of the Act, the following matters are specified:	
a. any change to the OLS or PANSOPS surfaces for the airport concerned that is likely to result if development proceeds in accordance with the master plan	Chapter 12
b. for an area of an airport where a change of use of a kind described in subregulation 6.07(2) of the <i>Airports (Environment Protection) Regulations 1997</i> is proposed: i. the contents of the report of any examination of the area carried out under regulation 6.09 of those Regulations ii. the airport-lessee company's plans for dealing with any soil pollution referred to in the report.	Chapter 7
2. For section 71 of the Act, an airport master plan must, in relation to the landside part of the airport, where possible, describe proposals for land use and related planning, zoning or development in an amount of detail equivalent to that required by, and using terminology (including definitions) consistent with that applying in, land use planning, zoning and development legislation in force in the State or Territory in which the airport is located.	Chapter 7
3. For subsection 71(5) of the Act, a draft or final master plan must: a. address any obligation that has passed to the relevant airport-lessee company under subsection 22(2) of the Act or subsection 26(2) of the Transitional Act b. address any interest to which the relevant airport lease is subject under subsection 22(3) of the Act, or subsection 26(3) of the Transitional Act.	Chapter 7





REQUIREMENTS UNDER REGULATION 5.02A: CONTENTS OF DRAFT OR FINAL MASTER PLAN - TO BE SPECIFIED IN ENVIRONMENT STRATEGY	CHAPTER RESPONSE
<ol style="list-style-type: none"><li>1. For subparagraphs 71(2)(h)(ix) and (3)(h)(ix) of the Act, the matters in this regulation must be specified in an environment strategy.</li><li>2. The environment strategy must specify any areas within the airport site to which the strategy applies that the airport-lessee company for the airport has identified as being a site of indigenous significance, following consultation with:<ol style="list-style-type: none"><li>a. any relevant indigenous communities and organisations; and</li><li>b. any relevant Commonwealth or State body</li></ol></li><li>3. The environment strategy must specify the airport-lessee company's strategy for environmental management of areas of the airport site that are, or could be, used for a purpose that is not connected with airport operations.</li></ol>	Chapter 14
<ol style="list-style-type: none"><li>4. The environment strategy must specify:<ol style="list-style-type: none"><li>a. the training necessary for appropriate environment management by persons, or classes of persons, employed on the airport site by the airport-lessee company or by other major employers; and</li><li>b. the training programs, of which the airport-lessee company is aware, that it considers would meet the training needs of a person mentioned in paragraph (a).</li></ol></li></ol>	Chapter 14





REQUIREMENTS UNDER REGULATION 5.02B: CONTENTS OF DRAFT OR FINAL MASTER PLAN - TO BE ADDRESSED IN ENVIRONMENT STRATEGY	CHAPTER RESPONSE
1. For subsection 71(5) of the Act, a draft or final master plan must address the content in this regulation.	Chapter 14
2. In specifying its objectives for the airport under subparagraph 71(2)(h)(i) or (3)(h)(i) of the Act, an airport-lessee company must address its policies and targets for: a. continuous improvement in the environmental consequences of activities at the airport b. progressive reduction in extant pollution at the airport c. development and adoption of a comprehensive environmental management system for the airport that maintains consistency with relevant Australian and international standards d. identification, and conservation, by the airport-lessee company and other operators of undertakings at the airport, of objects and matters at the airport that have natural, indigenous or heritage value e. involvement of the local community and airport users in development of any future strategy f. dissemination of the strategy to sub-lessees, licensees, other airport users and the local community.	Chapter 14
3. In specifying under subparagraph 71(2)(h)(ii) or (3)(h)(ii) of the Act, the areas within the airport site it identifies as environmentally significant, an airport-lessee company must address: a. any relevant recommendation of the Australian Heritage Council b. any relevant recommendation of the Department of Environment regarding biota, habitat, heritage or similar matters c. any relevant recommendation of a body established in the State in which the airport is located, having responsibilities in relation to conservation of biota, habitat, heritage or similar matters.	Chapter 14
4. In specifying the sources of environmental impact under subparagraph 71(2)(h)(iii) or (3)(h)(iii) of the Act, an airport-lessee company must address: a. the quality of air at the airport site, and in so much of the regional airshed as is reasonably likely to be affected by airport activities b. water quality, including potentially affected groundwater, estuarine waters and marine waters c. soil quality, including that of land known to be already contaminated d. release, into the air, of substances that deplete stratospheric ozone e. generation and handling of hazardous waste and any other kind of waste f. usage of natural resources (whether renewable or non-renewable) g. usage of energy the production of which generates emissions of gases known as 'greenhouse gases' h. generation of noise.	Chapter 14







REQUIREMENTS UNDER REGULATION 5.02B: CONTENTS OF DRAFT OR FINAL MASTER PLAN - TO BE ADDRESSED IN ENVIRONMENT STRATEGY	CHAPTER RESPONSE
<p>5. In specifying under subparagraph 71(2)(h)(iv) or (3)(h)(iv) of the Act the studies, reviews and monitoring that it plans to carry out, an airport-lessee company must address:</p> <ul style="list-style-type: none"><li>a. the matters mentioned in subregulation 5.02A(2) and subregulations 5.02B(3) and (4); and</li><li>b. the scope, identified by the airport-lessee company, for conservation of objects and matters at the airport that have natural, indigenous or heritage value; and</li><li>c. the approaches and measures identified by the airport-lessee company as its preferred conservation approaches and measures; and</li><li>d. the professional qualifications that must be held by a person carrying out the monitoring; and</li><li>e. the proposed systems of testing, measuring and sampling to be carried out for possible, or suspected, pollution or excessive noise; and</li><li>f. the proposed frequency of routine reporting of monitoring results to the airport environment officer (if any) for the airport, or to the Secretary.</li></ul>	Chapter 14
<p>6. In specifying under subparagraph 71(2)(h)(vi) or(3)(h)(vi) of the Act, the measures that it plans to carry out for the purposes of preventing, controlling or reducing environmental impact, an airport-lessee company must address:</p> <ul style="list-style-type: none"><li>a. the matters mentioned in subregulations (2) to (4); and</li><li>b. the means by which it proposes to achieve the cooperation of other operators of undertakings at the airport in carrying out those plans.</li></ul>	Chapter 14
<p>7. An airport-lessee company, in specifying the company's strategy for environmental management under subregulation 5.02A(3), must address the matters in subregulations (2) to (6).</p>	Chapter 14







Appendix

# B

ANEF Data  
Table

AP

RUNWAY	AIRCRAFT	ARRIVALS DAY	ARRIVALS NIGHT	DEPARTURES DAY	DEPARTURES NIGHT	TOTAL
05	A350-USER	559	0	326	270	1,155
05	717200	473	11	478	5	966
05	7773ER	1,985	706	2,316	640	5,646
05	7878R	2,365	439	2,734	408	5,946
05	BAE300	13	189	4	179	384
05	F10062	243	37	260	17	557
05	F-18	4	0	4	0	8
05	A320-NEO	2,949	1,092	2,949	983	7,974
05	A330-NEO	1,412	502	1,648	455	4,017
05	7378MAX	8,719	1,641	10,173	1,487	22,021
05	DHC830	1,712	972	2,724	791	6,198
05	SF340	691	438	986	328	2,442
05	CNA208	221	386	349	286	1,243
05	CNA441	1,448	425	1,937	388	4,198
05	GASEPV	1,168	241	2,206	309	3,924
05	BEC58P	311	0	588	0	899
	<b>TOTAL</b>	<b>24,274</b>	<b>7,077</b>	<b>29,679</b>	<b>6,546</b>	<b>67,576</b>
12	DHC830	2,767	1,238	0	0	4,006
12	SF340	933	395	0	0	1,328
12	CNA208	299	349	0	0	648
12	CNA441	1,955	384	0	0	2,339
12	GASEPV	1,492	321	0	0	1,813
12	BEC58P	398	0	0	0	398
	<b>Total</b>	<b>7,844</b>	<b>2,687</b>	<b>0</b>	<b>0</b>	<b>10,531</b>
23	A350-USER	1,305	0	606	662	2,572
23	717200	1,279	25	1,292	13	2,609
23	7773ER	4,631	1,500	4,300	1,566	11,997
23	7878R	5,519	932	5,078	998	12,527
23	BAE300	35	440	10	484	969
23	F10062	658	86	703	45	1,492
23	F-18	10	0	10	0	20
23	A320-NEO	7,973	2,549	7,973	2,658	21,153
23	A330-NEO	3,295	1,067	3,060	1,114	8,536
23	7378MAX	20,345	3,488	18,892	3,642	46,366
23	DHC830	4,370	1,633	7,326	1,768	15,097
23	SF340	1,762	565	2,591	864	5,782
23	CNA208	564	499	919	752	2,733
23	CNA441	3,693	548	5,093	1,021	10,354
23	GASEPV	3,439	573	4,153	824	8,988
23	BEC58P	917	0	1,107	0	2,023
	<b>Total</b>	<b>59,794</b>	<b>13,902</b>	<b>63,110</b>	<b>16,410</b>	<b>153,216</b>
30	DHC830	137	21	205	37	400
30	SF340	69	14	73	24	181
30	CNA208	22	13	26	21	82
30	CNA441	145	14	143	29	331
30	GASEPV	389	12	130	12	542
30	BEC58P	104	0	35	0	138
	<b>Total</b>	<b>866</b>	<b>73</b>	<b>612</b>	<b>123</b>	<b>1,674</b>
Helicopters	B430	1,256	1,535	1,619	1,172	5,582
	EC130	426	166	456	136	1,184
	<b>Total</b>	<b>1,682</b>	<b>1,701</b>	<b>2,075</b>	<b>1,308</b>	<b>6,766</b>
					<b>TOTAL</b>	<b>239,762</b>

Note: Day and night circuits were not included in the ANEF modelling at ultimate existing runway capacity.



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