



ADELAIDE AIRPORT 2019 MASTER PLAN

FREQUENTLY ASKED QUESTIONS

Q. Why is a Master Plan required?

As the operator of Adelaide Airport, Adelaide Airport Limited (AAL) is required to prepare a Master Plan in accordance with the *Airports Act 1996* (Airports Act) for approval by the Commonwealth Government.

The Master Plan 2019 has been prepared in accordance with the Airports Act and is the primary planning document for the next eight years to 2027 and also presents the long-term strategic plans for the 20-year period through to 2039. The Master Plan is required to be reviewed and submitted to the Commonwealth Minister for approval every eight years.

Q. What is included in the 2019 Adelaide Master Plan?

The 2019 Adelaide Airport Master Plan outlines the vision for the growth of Adelaide Airport over the next 20 years, in terms of both aviation capacity and commercial developments. It sets out the requirements for future facilities, infrastructure, ground transport and services that will ensure that the airport continues to deliver on investments to meet our stakeholders' needs and continues to develop as an airport of which South Australians can be proud.

In delivering on AAL's vision for the airport, developments outlined in this Master Plan focus on achieving greater customer experience, striving for innovative solutions and achieving sustainable outcomes.

Q Why is the document called a Preliminary Draft Master Plan

The version that goes out for the formal consultation period is called the Preliminary Draft. Following a 60 business day comment period, Adelaide Airport has regard for all comments and submits a revised plan called the Draft Master Plan to the Commonwealth Minister.

It is not until the document is approved by the Commonwealth Minister that the Master Plan becomes the Final Master Plan.

Q. Where can I find information about the Master Plan 2019

More information about the Adelaide Airport Preliminary Draft Master Plan 2019 can be found on our website at www.adelaideairport.com.au/masterplan

You can also download individual sections of the document along with our **Master Plan Fact Sheets**.





The Adelaide Airport Preliminary Draft Master Plan 2019 is available for inspection and purchase by members of the public during normal office hours for 60 business days commencing 5 August 2019 until close of business 28 October 2019 at the following locations:

- **ADELAIDE AIRPORT LIMITED**
Management Centre Reception, 1 James Schofield Drive, Adelaide Airport, SA 5950
- **LOCAL GOVERNMENT OFFICES**
City of West Torrens, City of Charles Sturt, City of Holdfast Bay, City of Adelaide, Town of Walkerville

Open day information sessions are being held as follows:

Adelaide Airport Limited, 1 James Schofield Drive Adelaide Airport

- Thursday 29 August 8:30am – 5:00pm
- Wednesday 25 September 3:00pm – 7:00pm

City of West Torrens Civic Centre, George Robertson Room, Level 1, 165 Sir Donald Bradman Drive, Hilton

- Wednesday 11 September 3:00pm – 7:00pm

Q. Are there any significant changes from the previous Master Plan?

No. The Adelaide Airports Master Plan 2019 builds from the Master Plan 2014 and since the 2014 Master Plan we have achieved a lot. Many of the developments outlined in the previous Master Plan have been realised, for example the Atura Hotel has been built and opened, while the Terminal Expansion Project (TEx) has commenced.

Commercially, new development and businesses have progressed including the hotel, Beau's Pet Hotel, OZ Minerals Head Office, Australian Clinical Labs, Kennards Self Storage, MedSTAR Helicopters, Royal Flying Doctors Service, KickStart for Kids Warehouse, Pilatus Australia and AFL Max; while others have been approved or are in the planning phase.

These offerings add to the commercial ecology within the Airport Business District and attract additional people and businesses that are drawn to the strengths of the location and access to transport, freight and logistics.

The forecast growth and subsequent plans for aviation and airside facilities identified in the Master Plan 2014 have ensured that the airport facilities keep pace and continue to offer a great customer experience. Adelaide Airport Limited (AAL) has continued to update facilities including planning for aviation-support facilities, and improved efficiencies of existing aircraft pavement areas.

The Master Plan 2019 outlines how Adelaide Airport will continue to develop to meet our customer needs with customer experience, innovative solutions and sustainable outcomes being core to what we do.





Q. How is the community consulted on the Master Plan?

To support the release of the Preliminary Draft Master Plan for public comment, AAL will undertake the following activities:

- Face-to-face engagement activities with stakeholders;
- Digital engagement through social media;
- Engagement on the airport's website;
- Provision of supporting information covering key matters such as air-traffic forecasts, aircraft-noise management, safeguarding airport operations, land use and commercial development, and the environment;
- Briefings to key stakeholders and community groups; and
- Availability of copies of the Preliminary Draft Master Plan 2019 (hard copies and electronic).

The stakeholder, community input and feedback is an important part of the Preliminary Draft Master Plan process. Feedback is welcomed as we work to finalise the Master Plan prior to submitting to the Commonwealth Minister for consideration.

The Adelaide Airport Preliminary Draft Master Plan 2019 is on public exhibition from 5 August 2019 and the submission period closes on COB 28 October 2019.

Written submissions can be made via

- Email: aamasterplan@aal.com.au
- Mail: Master Plan 2019 Submissions Adelaide Airport Limited, 1 James Schofield Drive Adelaide Airport SA 5950

In accordance with the Airports Act, AAL must consider submissions received during the public comment period. Where possible, the concerns and issues raised will be incorporated into the Draft Master Plan that will be presented to the Commonwealth Minister for consideration.

Q. What other ways does AAL consult with local communities, for example on noise?

AAL continues to engage with local communities surrounding the airport through a range of committees and forums.

Issues such as the management of the curfew and reporting of dispensations and levels of night time flights are regularly reviewed.

Information about aircraft noise and curfew arrangements are published on the Adelaide Airport website.

Airservices Australia has developed an online WebTrak system, available at www.airservicesaustralia.com, which provides information about individual flights and allows users to submit noise inquiries and complaints.





Q. Are passenger and air travel forecasts expected to increase during this Master Plan period?

Passenger and aircraft movement forecasts fundamentally influence the development and timing of infrastructure.

Passenger movements at Adelaide Airport are forecast to more than double from 8.5 million in 2018 to 19.8 million in 2039. It is envisaged that at the end of the 20-year planning period the majority of traffic will continue to be domestic travel however there is also significant growth in regionals (doubling) and international (tripling) expected.

This passenger growth is supported by additional aircraft movements, however forecast aircraft movement growth is anticipated to be at a significantly lower rate than passenger growth - from 106,000 movements in 2018 to 168,500 movements in 2039.

Q. How will ground transport access be improved?

Each day there are approximately 54,000 vehicle movements into and out of the airport. By 2039, this is expected to reach 126,000 daily vehicle movements. As Adelaide Airport grows, it is critical that adequate consideration is given to future ground transport demands within and adjacent to the airport.

Adelaide Airport Limited (AAL) works closely with the South Australian Government and surrounding Local Government authorities to ensure current and future Adelaide Airport operations are reflected in strategic network planning - in particular, connectivity of the airport to the major North-South Corridor and the Adelaide CBD for both passenger and freight movement.

Ensuring ongoing access to the airport

AAL is planning to change the way people access the airport. We are proposing to transition to a primarily one-way road system, which will mean the main access at the intersection of Sir Donald Bradman Drive / Sir Richard Williams Avenue / Airport Road will become the main entrance point and a new exit interchange along Sir Donald Bradman Drive will be constructed.

This change will help ensure that both the external and internal roads can meet the expected increase in vehicle traffic entering and exiting the airport.

Connections to the Airport East Precinct from the future North-South Corridor via Richmond Road will also see improved efficiencies and benefits for South Australia's freight network.

Drop-off and pick-up

AAL actively manages the way passengers are dropped off and picked up from the airport. We are currently implementing measures to make this process easier for passengers including the opening of a new taxi drop-off facility, which in turn will reduce traffic volumes in the current drop-off zone. AAL will continue to ensure safe and efficient drop off and pick up facilities.

AAL is committed to working with the State Government to ensure efficient, continued and improved public transport to the airport. Provision for a high capacity public transport corridor servicing the airport is included in this Master Plan.





Q. Are any changes to the curfew expected?

Adelaide Airport currently operates under a legislated curfew (*Adelaide Airport Curfew Act 2000*). The Department of Infrastructure, Transport, Cities and Regional Development (DITCRD) administers the Adelaide Airport curfew.

The existing curfew operating at Adelaide Airport between 11:00pm and 6:00am remains unchanged. The *Adelaide Airport Curfew Act (2000)* already allows some approved aircraft to operate during curfew hours, mainly for medical emergency flights and delivery of freight and mail.

Q. What is the Australian Noise Exposure Forecasts (ANEF) contour impact and what are N70 contours?

The Australian Noise Exposure Forecast (ANEF) system is the aircraft noise exposure forecasting system currently adopted in Australia for land use planning. The ANEF system provides a scientific measure of noise exposure from aircraft operations around airports, providing guidance on the siting and construction of new buildings against aircraft noise intrusion and on the acoustical adequacy of existing buildings in areas near airports.

The ANEF has been reviewed as part of this Master Plan and was technically endorsed by Airservices Australia (AsA) in July 2019. The ANEF, which is a land-use planning tool to manage noise-sensitive land uses around the airport, provides guidance for the South Australian Government and Local Government authorities to make informed planning and development decisions.

Preparation of the ANEF requires consultation with the South Australian Government and Local Government authorities in areas around the airport.

Within the West Torrens and Charles Sturt Council Development Plans, areas exposed to current or future aircraft noise have been defined. The planning controls seek to minimise new residential development within such areas.

Number-Above contours are prepared to identify the frequency of aircraft noise events above a specified decibel threshold. N70 contours are included in this Master Plan to show the average number of daily noise events above 70 decibels (dB) caused by over-flying aircraft. For example, an outdoor noise level of 70 dB is approximately 60 dB indoors, with windows open to a normal extent, which is the approximate noise level that could interfere with normal conversation or with listening to television.

Q. How is aircraft noise managed?

Aircraft noise is an unavoidable product of aviation connections to any city. AAL is acutely aware that the economic and employment benefits of the airport, need to be balanced with the impacts of aircraft noise to surrounding areas. We work with all levels of Government, airlines and community to ensure measures are in place to manager aircraft noise.





There are a broad range of programs in place to manage aircraft noise around the airport. These include:

- Working with stakeholders to observe the existing curfew arrangements;
- Consulting and engaging with the local community;
- Working closely with the Commonwealth, State and Local Governments;
- Consulting with the airlines that use the airport; and
- Investing in airport infrastructure to support new-generation quieter aircraft.

The aircraft industry has been designing and building quieter aircraft that now operate in Australia. This reduces aircraft noise exposure for residents under flight paths. Many passenger aircraft, both domestic and international, are using required navigation procedures combined with continuous descent procedures, which allow the design of flight paths that minimise aircraft noise exposure for residential areas.

The existing curfew operating at Adelaide Airport between 11:00pm and 6:00am remains unchanged. The *Adelaide Airport Curfew Act (2000)* has always allowed some approved aircraft to operate during curfew hours, mainly for medical emergency flights and delivery of freight and mail.

Q. What other planning and development requirements control Adelaide Airport's development?

Approval of the Master Plan does not automatically constitute approval of subsequent developments. The *Airport Act 1996* and relevant Commonwealth regulations require further assessments and consultation to take place, including the development of a Major Development Plan (if applicable), and application for building permits from the Airport Building Controller.

Under the *Airports Act* and *Airports (Building Control) Regulations 1996* (Airports Regulations), building activity approvals are required to be obtained from the Airport Building Controller (ABC) with advice from the Airport Environment Officer (AEO). Both positions are appointed by the Department of Infrastructure, Transport, Cities and Regional Development (DITCRD) and are independent of AAL.

Q. How does AAL plan for future land uses at Adelaide Airport?

Adelaide Airport is recognised as a gateway to Adelaide and South Australia, providing a significant service, community and economic benefit to Metropolitan Adelaide and to South Australia.

Future development will continue to provide positive benefits by:

- Maintaining the airport as the international, national and regional gateway to South Australia;
- Enhancing the airport as a key element of the State's transport infrastructure;
- Facilitating the movement of passengers and time-sensitive freight;
- Contributing to the viability of the airport as a business enterprise through the provision of commercial, retail and industrial activities; and
- Continuing to provide an employment and economic hub for the western suburbs of Adelaide and beyond.





Land-use planning is a critical element of the Master Plan, as it provides the overall planning intent for Adelaide Airport. It includes land-use strategies and objectives for development, and also considers State and Local Government planning policies surrounding the airport.

This Land Use Plan is a revision and update of the 2014 Master Plan's Land Use Plan. These changes allow Adelaide Airport to continue to meet the needs of the local and regional areas, while aligning with the South Australian planning system.

The Land Use Plan guides development at Adelaide Airport to ensure the operational integrity and economic viability of the airport is not compromised, while maintaining compatibility with adjacent land uses.

Q. What are our plans for Airport East?

Adelaide Airport will continue to develop Airport East as a major freight, transport and logistics hub with direct access to major arterial routes including the North-South Corridor.

South Australia's total air freight in 2018 was 58,000 tonnes. Air freight capacity at Adelaide Airport is expected to increase as air traffic movements increase. Air freight is expected to more than double over the next 20 years to 146,000 tonnes in 2039, with the majority to continue to be in the cargo hold of scheduled passenger flights.

Air freight also plays a key factor in the sustainability of passenger services – particularly international services – with the success of any new routes or increased capacity predicated on the ability to match passenger growth with air freight growth.

Q. What is AAL doing to deliver innovative solutions to our customers

The Adelaide Airport of tomorrow will feature new technologies and processes that make the customer experience faster, easier and more intuitive.

Such technologies and other innovations will improve customer experience, optimise operations and reduce disruptions.

Technologies that are already being implemented at Adelaide Airport include the progressive upgrade from conventional check-in counters to self-service check-in and bag drop, use of permanent bag tags to replace paper bag tags, and SmartGate automated self-service border control services.

The development and implementation of this Master Plan is not just about building infrastructure, but also about thinking innovatively to deliver solutions that are right for AAL customers, inclusive of passengers, tenants, airlines and commercial businesses located at the airport.





Technologies that may be considered in the future include:

- Use of smart phones to guide passengers through the entire travel journey, from when they leave home to when they are at the airport;
- Permanent bag tags embedded in passenger luggage that facilitate:
 - Decentralised bag drop, such as a drive-through at the airport or at hotels or in the city, to allow passengers to arrive at the terminal with bags already checked-in and unencumbered by luggage; and
 - Bag factory, allowing luggage to be checked-in at any time and screened and stored until ready for loading on aircraft;
- Combined security and emigration walk-through screening that applies biometric technology;
- Self-boarding or boarding by autonomous shuttles for aircraft departures;
- Baggage on-demand, which provides smart phone notification when bags are ready for collection and allows bags to be delivered direct to the customer within the terminal or to the customer's destination (e.g. house or hotel); and
- Autonomous vehicles within and around the Airport Business District.

Q. What are the key environmental achievements since the previous Master Plan?

AAL has delivered a number of significant environmental achievements since the last Master Plan:

- In 2017 and 2018, AAL achieved Asset Sector Leader status for Airports in the Global Real Estate Sustainability Benchmark (GRESB) Infrastructure Assessment. The GRESB Asset Sector Leaders Award recognises AAL's outstanding leadership across the environment, social and governance elements of its business;
- In recognition of its waste management program, AAL was awarded the Green Airports 'Platinum' status by the Airports Council International - Asia Pacific in 2018;
- In December 2018, AAL signed a \$50 million seven-year Sustainability Performance Linked Loan with ANZ. This is the first loan in Australia that incentivises the borrower to further improve its performance against a set of environment, social and governance criteria;
- In March 2016, a 1.17MW photovoltaics solar system was installed on the rooftop of AAL's multi-level car park.
- Four electric vehicle charging units were installed in the multi-level car park in 2017;
- More than 95 per cent of the demolition and construction waste from the old international terminal demolition works in 2018 were recovered for recycling;
- In 2018, AAL received an Australian Airports Wildlife Hazard Management award in recognition of AAL's wildlife hazard management program; and
- Since 2015, the airport has been accredited with Level 3 (Optimisation) of Airport Carbon Accreditation by demonstrating measurable reductions in its carbon footprint as well as seeking to influence and guide its stakeholders to do the same.





Q. What is the process for finalising the Master Plan, who approves it and when?

Following the public comment period of 60 business days, Adelaide Airport will review and provide feedback on submissions as required.

The Preliminary Draft Master Plan 2019 will be amended and prepared as the Draft Master Plan 2019. The Draft Master Plan 2019 will then be submitted to the Commonwealth Minister for Infrastructure, Transport and Regional Development for consideration.

Once approved by the Minister, the document becomes the Final Adelaide Airport Master Plan 2019. In accordance with *Section 86 of the Airports Act*, AAL will undertake the following notifications following approval of the Master Plan by the Commonwealth Minister:

- Publish a newspaper notice advising that the Adelaide Airport Master Plan 2019 has been approved;
- Make copies of the Master Plan 2019 available for inspection and purchase at Adelaide Airport; and
- Provide an electronic copy of the approved Master Plan for viewing and download on the Adelaide Airport website at www.adelaideairport.com.au.

