

MASTER PLAN 2014



Disclaimer

This Master Plan has been prepared by Adelaide Airport Limited (AAL) ACN 075 176 653 for the purpose of satisfying the statutory requirements of the *Airports Act 1996*.

Whilst every care has been taken in preparing this document, AAL makes no representation or warranty as to the accuracy or completeness of this document. No person should act in reliance on any information provided in, or omitted from, this document or any other written or oral information or opinions provided in connection with this document. AAL accepts no liability whatsoever to any person who relies in any way on information contained in this Master Plan.

The Adelaide Airport Master Plan 2014 was approved by the Commonwealth Minister for Infrastructure and Regional Development on 9 January 2015.



CONTENTS

Foreword	8	5 Aircraft Noise	58
Executive Summary	10	5.1 Introduction	60
Abbreviations	13	5.2 Noise Plots	60
Glossary	14	5.3 The Australian Noise Exposure Forecast (ANEF) System	61
1 Introduction	16	5.4 Calculation of the Australian Noise Exposure Forecast	61
1.1 Airport Master Planning	18	5.5 Noise Threshold Levels	61
1.2 Background	19	5.6 The Integrated Noise Model	62
1.3 Contents of the Master Plan	20	5.7 Flight Movements	63
2 The Master Plan	22	5.8 Fleet Mix	64
2.1 Purpose of the Master Plan	24	5.9 Runway Utilisation	64
2.2 Background Studies	24	5.10 Flight Paths	64
2.3 Regulatory Framework	25	5.11 Modelling Results	70
2.4 The Master Planning Process	26	5.12 Assessment of Changes	70
2.5 Consultation	27	5.13 Supplementary Aircraft Noise Metrics	71
3 The Airport	28	5.14 Aircraft Noise Mitigation	73
3.1 Airport Site	30	6 Aviation Infrastructure	76
3.2 Airport History	31	6.1 Introduction	78
3.3 Facilities	33	6.2 Existing Infrastructure	78
3.4 Relationship to other Airports	34	6.3 Airfield Development	79
3.5 Economic Significance	37	6.4 Terminals Development	81
3.6 Planning Context	40	7 Land Use Planning	84
4 Forecasts	42	7.1 Introduction	86
4.1 Introduction	44	7.2 Commonwealth Planning Policy	90
4.2 Historical Data	44	7.3 State and Local Government Planning Policies	93
4.3 Passenger and Aircraft Movement Forecasts	47	7.4 Development and Building Assessment Process	106
4.4 Summary of Forecasts	52	7.5 Commonly Used Planning Definitions	106
4.5 Airport Metrics	54	7.6 Airport (Adelaide) Zone	109
		7.7 Runways Precinct	116
		7.8 Terminals & Business Precinct	119
		7.9 Torrens Precinct	124
		7.10 Tapleys Precinct	127
		7.11 West Beach Precinct	130
		7.12 Morphett Precinct	133
		7.13 Airport East Precinct	137
		7.14 Surrounding Land Uses	140

8	Services and Infrastructure	146	11	Development Program	210
8.1	Introduction	148	11.1	Introduction	212
8.2	Existing Interests and Easements	148	11.2	Potential Future Key Developments – Planning Horizon	212
8.3	Services	150	11.3	Potential Future Key Developments – Planning Horizon – 0 to 5 Years	214
8.4	Stormwater	152	11.4	Possible Future Airport Development – Planning Horizon – Up to 20 Years	216
8.5	Aviation Support Operations	154	11.5	Scope of the Development Assessment	217
9	Ground Transport Plan	158	11.6	Runways Precinct	217
9.1	Introduction	160	11.7	Terminals & Business Precinct	217
9.2	Background	160	11.8	Torrens Precinct	220
9.3	Existing Ground Transport Infrastructure	164	11.9	Tapleys Precinct	221
9.4	Ground Transport Demands	172	11.10	West Beach Precinct	222
9.5	Future Ground Transport Infrastructure	174	11.11	Morphett Precinct	223
9.6	Future Ground Transport Systems	180	11.12	Airport East Precinct	224
10	Environment Strategy	182		References	226
10.1	Introduction	184		Appendices	230
10.2	Legislative and Policy Framework	185		Appendix A – Master Plan Requirements under Legislation	230
10.3	Environmental Management System	187		Appendix B – Aircraft Noise Metrics	238
10.4	Responsibilities	188		Appendix C – NASF Guidelines Overview	256
10.5	Sources of Environmental Impact	190		Appendix D – Adelaide Airport Sustainability Past Achievements (2009-2014)	260
10.6	Environmental Site Register	191		Appendix E – Environment Strategy Objectives, Goals and Management Actions	268
10.7	Communication and Consultation	192		Appendix F – Key Environmental Management System Documentation	276
10.8	Strategy Objectives	194			
10.9	Compliance Program	195			
10.10	Sustainable Development	200			
10.11	Energy and Climate Change	201			
10.12	Water Resources	203			
10.13	Waste	204			
10.14	Land and Heritage	205			

List of Figures

Figure 1.1	Adelaide Airport Locality Map	19	Figure 7.4	Comparison of Airport and State/Local Government Planning	94
Figure 3.1	Council Boundaries around Adelaide Airport	30	Figure 7.5	Development Decision Matrix	107
Figure 3.2	View of the original Adelaide Airport Site	31	Figure 7.6	Development and Building Approvals Process Diagram	108
Figure 3.3	Adelaide Airport Terminal 1	32	Figure 7.7	Airport (Adelaide) Zone Plan	109
Figure 3.4	Multi-Level Car Park	32	Figure 7.8	Runways Precinct Plan	116
Figure 3.5	Layout of Existing Facilities at Adelaide Airport	33	Figure 7.9	Runways Precinct Structure Plan	117
Figure 3.6	Domestic Destinations Served by Adelaide Airport	35	Figure 7.10	Terminals & Business Precinct Plan	119
Figure 3.7	Regional Destinations Served by Adelaide Airport	35	Figure 7.11	Terminals & Business Precinct Structure Plan	121
Figure 3.8	International Destinations Served by Adelaide Airport	36	Figure 7.12	Torrens Precinct Plan	124
Figure 3.9	SA Exports by Air (Tonnes) 2007-2013	39	Figure 7.13	Torrens Precinct Structure Plan	125
Figure 3.10	SA Exports by Air (\$m) 2007-2013	39	Figure 7.14	Tapleys Precinct Plan	127
Figure 4.1	Growth Trend for International passengers since 1991	46	Figure 7.15	Tapleys Precinct Structure Plan	128
Figure 4.2	Growth Trend for Domestic passengers since 1991	46	Figure 7.16	West Beach Precinct Plan	130
Figure 4.3	Forecast International Passenger Movements 2014 to 2034	50	Figure 7.17	West Beach Precinct Structure Plan	131
Figure 4.4	Forecast Domestic Passenger Movements 2014 to 2034	50	Figure 7.18	Morphett Precinct Plan	133
Figure 4.5	Forecast Regional Passenger Movements 2014 to 2034	51	Figure 7.19	Morphett Precinct Structure Plan	134
Figure 4.6	Adelaide Airport Aircraft Movement Forecasts	53	Figure 7.20	Airport East Precinct Plan	137
Figure 5.1	Example of Arrivals Flight Density Grid Analysis for Runway 05	65	Figure 7.21	Airport East Precinct Structure Plan	138
Figure 5.2	Example of Arrivals Flight Density Grid Analysis for Runway 23	65	Figure 7.22	Obstacle Limitation Surface (OLS) Plan	142
Figure 5.3	Arrivals Flight Paths (tracks)	66	Figure 7.23	Procedures for Air Navigation Services Aircraft Operations (PANS-OPS)	144
Figure 5.4	Departure Flight Paths (tracks)	66	Figure 8.1	Building Ownership and Tenancy at Adelaide Airport	149
Figure 5.5	Touch and Go Flight Paths (tracks)	67	Figure 8.2	Easements on the Adelaide Airport site (as of privatisation in 1998)	150
Figure 5.6	Helicopter Flight Paths (tracks)	67	Figure 8.3	Outline of the various Existing or Approved Recycled Water Supply/ Take Off Points On-Airport and at Adelaide Shores	151
Figure 5.7	Jet Aircraft Tracks for May 2014	68	Figure 8.4	Drainage Systems on Airport	153
Figure 5.8	Non-Jet Aircraft Tracks for May 2014	69	Figure 8.5	Major Stormwater Catchments	154
Figure 5.9	Example Noise Levels (In Decibels)	72	Figure 9.1	Average Annual Daily Traffic Estimates of Major Roads surrounding Adelaide Airport	165
Figure 6.1	Adelaide Airport Runway Layout	80	Figure 9.2	Adelaide Airport Access Points	166
Figure 6.2	Projected Terminals Development 2014-2019	82	Figure 9.3	Primary Parking Facilities within the Terminals & Business Precinct	168
Figure 6.3	Projected Terminals Development 2020-2034	83	Figure 9.4	Public Transport Network Map	169
Figure 7.1	Adelaide Airport Precinct Plan	87	Figure 9.5	Transport Corridor Routes surrounding Adelaide Airport	171
Figure 7.2	Adelaide Airport Precinct Structure Plan	88	Figure 9.6	Traffic Demands by user type for the overall site and for the Terminals and Aviation Policy Area only	172
Figure 7.3	Adelaide Airport Greenways Plan	89			

Figure 9.7	Proportion of Transport Mode Use (by vehicle trips) associated with Airport Passengers	173	Table 5.1	AS2021 Table of Building Site Acceptability Based on ANEF Zones	62
Figure 9.8	Proportion of Transport Mode Use – Overall Airport	174	Table 5.2	Proposed Fleet Mix for 2034 and Ultimate Capacity Projections	63
Figure 9.9	Upgrade of Sir Donald Bradman Drive/ Sir Hubert Wilkins Avenue intersection to provide short to medium-term second Major Terminal Access Point	175	Table 7.1	Extracts from South Australia’s Strategic Plan (2011)	95
Figure 9.10	Proposed Taxi Route and Holding Area and realignment of internal east-west road connection	176	Table 7.2	Extracts from the 30-Year Plan for Greater Adelaide	97
Figure 9.11	Proposed East-West Link Road	177	Table 7.3	Extracts from the Strategic Infrastructure Plan for South Australia	99
Figure 9.12	Possible Locations for Relocated and Expanded Parking Facilities	178	Table 7.4	Extracts from the draft Integrated Transport and Land Use Plan for South Australia	101
Figure 9.13	Potential Routes for Future Tram Service to/from the Airport	179	Table 7.5	List of Recent Development Plan Amendment Submissions	103
Figure 10.1	Adelaide Airport Limited Sustainability Policy	185	Table 9.1	Development proposals considered in the Adelaide Airport Access Study (2007)	161
Figure 10.2	ACI Accreditation Certificate	186	Table 9.2	Transport infrastructure recommendations identified in the Adelaide Airport Access Study (2007)	161
Figure 10.3	Adelaide Airport Limited Environmental Management System	188	Table 10.1	Tenant Environmental Risk Ranking Categories for Adelaide Airport	189
Figure 10.4	Sites of Significant Conservation	206	Table 10.2	Summary of Key Monitoring Activities	190
List of Tables			Table 10.3	Structure and Responsibilities for Implementation of the Sustainability Plan	191
Table 3.1	Domestic and Regional Direct Services in Operation – 2014	35	Table 10.4	Sources of Environmental Impact at Adelaide Airport	192
Table 3.2	Existing International Direct Services in Operation – 2014	36	Table 10.5	Summary of Strategy Objectives	194
Table 3.3	Comparison of Economic Impact 1998 to 2013	37	Table 10.6	Compliance and Continuous Improvement Goals and Management Actions	198
Table 3.4	Direct Employment Impacts by Year	40	Table 10.7	Sustainable Development Goals and Management Actions	200
Table 4.1	Historical Aircraft Movements 2003-2013	45	Table 10.8	Reduced Energy Consumption Goals and Management Actions	202
Table 4.2	Historical Passenger Movements 2003-2013	45	Table 10.9	Reduced Water Consumption Goals and Management Actions	203
Table 4.3	Economic Driver Assumptions to 2034	48	Table 10.11	Land and Heritage Goals and Management Actions	208
Table 4.4	Average Number of Passengers per Movement, Actuals for Financial Years 2006/07 and 2011/12, and Forecasts to 2032/33	48	Table 11.1	Future Key Developments and Forecast Employment	213
Table 4.5	Forecast International Movements	51	Table 11.2	Potential Future Key Development and Forecast Impact on Gross State Product	213
Table 4.6	Forecast Domestic and Regional Movements 2014 to 2034	51	Table 11.3	Potential Future Key Developments at Adelaide Airport (0-5 years)	215
Table 4.7	Forecast General Aviation Movements 2014 to 2034	52	Table 11.4	Potential Future Key Developments at Adelaide Airport (6-20 years)	216

FOREWORD

Adelaide Airport Limited began operations in 1998, promising to modernise outdated infrastructure and put South Australia on the aviation map.

It's been a long and challenging journey, but by any measure we've exceeded even the most lofty expectations.

Passenger numbers have almost doubled in the past 16 years. International patronage has more than tripled. In 2013 we were Australia's fastest growing capital city airport by some margin.

Our domestic and international terminals were once referred to as 'dilapidated' and a 'tin shed' respectively.

We now have a modern, flexible domestic and international terminal that has been ranked amongst the best in the world. Complementing this development has been construction of a new multi-level car park and state-of-the-art air traffic control tower.

Adelaide Airport has now emerged as one of the most significant economic precincts in South Australia, and is the State's largest single site employment precinct. We are also a critical transport hub creating new export opportunities and inbound tourism opportunities.

We have transitioned from an aviation and infrastructure facility to a broad-based economic activity node, encompassing a variety of aviation and non-aviation services, facilities and developments.

We have achieved growth that could barely be dreamed about in 1998. With that growth has come an expectation that we will continue to create facilities that meet and exceed the needs of our customers, stakeholders and shareholders.

As we look to the future, our goal is to stay a step ahead of these expectations. Our vision is to be a top tier Airport Business Centre in Asia Pacific, recognised for delivering exceptional outcomes to our customers, partners, shareholders and the community. We are already making progress, as demonstrated by AAL receiving international recognition from Airports Council International for both carbon accreditation and human resources excellence.

As a major economic and employment generator, the growth of our airport is inextricably linked to the development of our State.

Our ability to attract new airlines travelling to more destinations has a significant flow-on effect for our \$5 billion tourism industry, and complements the South Australian

Government's goals to increase visitor numbers and to play to our strengths such as our premium food and wine.

With this growth comes the responsibility to ensure any airport development is compatible with surrounding land uses and the considerations of the community and stakeholders.

To do this, we need to ensure through the master planning process that our aviation and non-aviation interests are integrated, connective, and are easy to access and navigate.

This Master Plan provides a detailed vision for the continued growth and development of the airport over the next 5 years, while also providing a strategic longer term view of potential changes over a 20-year planning horizon for both aeronautical and commercial activities.

This document does not dictate what will be built, but rather what can be built based on growth conditions and stakeholder considerations. In many respects it is the art of the possible, not probable.

While the Master Plan provides us with an opportunity to engage with the community, it is just one part of our ongoing consultation with the community and stakeholders. Adelaide Airport was one of the first in Australia to set up regular interaction with resident, business, government and stakeholder representatives to discuss all aspects of our operations, including aviation infrastructure, landside infrastructure, aircraft noise, land use, ground transport and the environment.

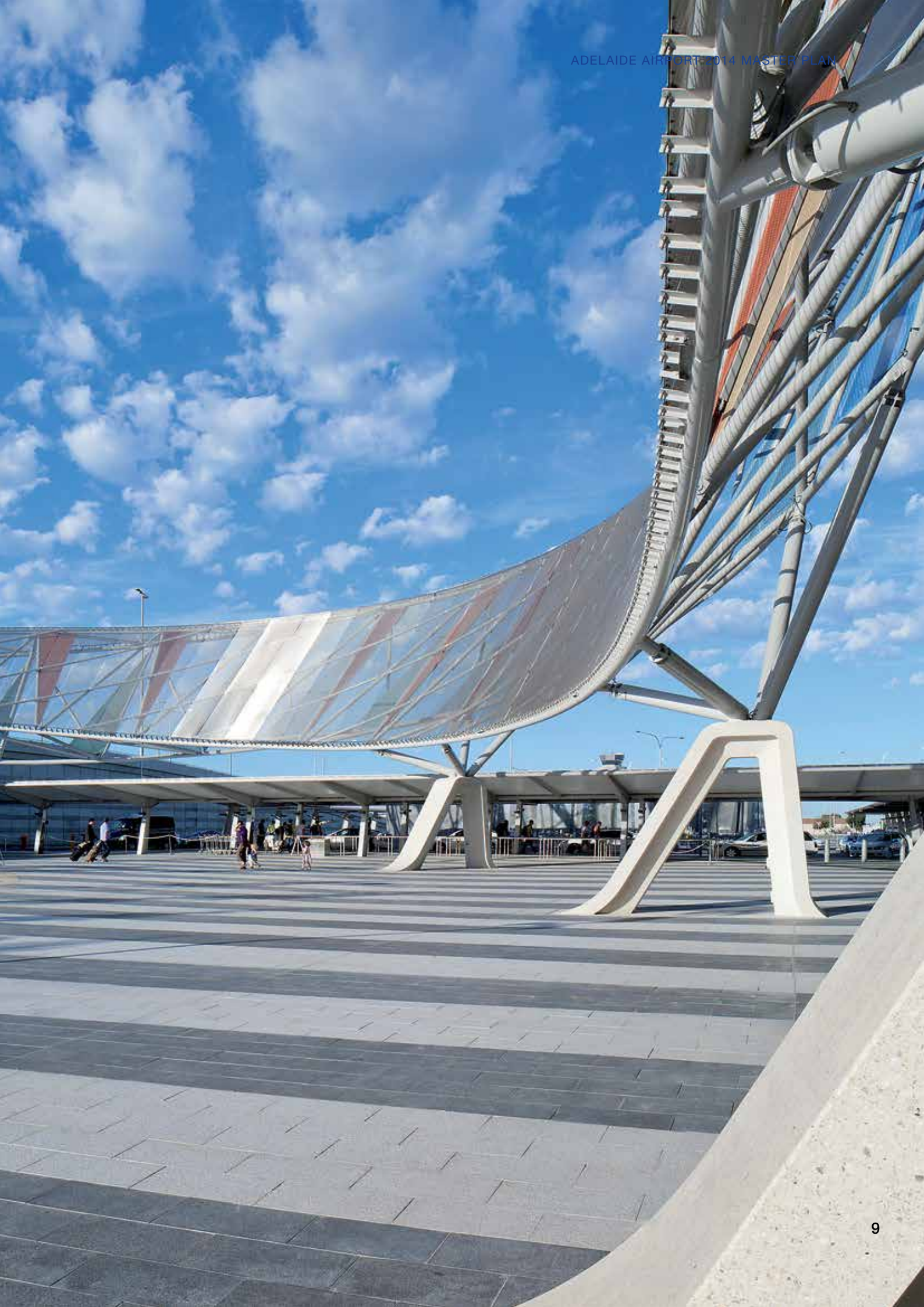
Beyond this, we are investing back into the community, by example, through improved educational opportunities, assisting the disadvantaged and marginal groups, while also supporting a vibrant cultural life in South Australia.

Ultimately this Master Plan seeks to provide, to the best of our current knowledge and forecasts, clarity and certainty on growing and developing Adelaide Airport in a well-planned and logical manner, which is consistent with our central role in the development of the State as a key infrastructure asset.

This document meets the requirements of Sections 70 to 72 and 76 to 77 of the *Airports Act 1996*, being the airport's primary planning document for the next 5 years.



Mark Young
Managing Director
Adelaide Airport Limited



EXECUTIVE SUMMARY

Adelaide Airport has experienced strong growth in aviation and infrastructure development since the previous 2009 Master Plan.

It has consistently been rated Australia's fastest growing capital city mainland airport for international services in recent years and has recorded steady growth in domestic traffic.

Adelaide Airport is Australia's fifth largest airport for domestic services and sixth largest for international services. Over 7.5 million passengers passed through the airport in the 2013 calendar year.

More than 7,480 tonnes of freight were exported by air loaded via Adelaide Airport in 2013, up 11.4% on the previous year.

Adelaide Airport continues to be a substantial contributor to the South Australian economy. Updated analysis undertaken to assist in the preparation of this Master Plan shows the airport's socio-economic benefit to South Australia is more than \$1.9 billion, which represents roughly 2.1% of Gross State Product.

Adelaide Airport remains the State's largest single site employment precinct, with approximately 6,200 people working within the airport precinct, and a further 2,500 directly employed as a result of the collective activities of the corporate community at the airport.

About the Master Plan

The 2014 Adelaide Airport Master Plan is designed to provide all stakeholders – including airport users, Government, the local community and aviation interests with the confidence to plan for the future development of the airport and its surrounds. It seeks to provide a view of the ultimate development potential of the airport site.

The airport's forward planning is based on several detailed studies undertaken in recent years including assessment of the airport's socio-economic drivers, aviation traffic forecasts, runway capacity and road traffic access.

Forecasts

International passenger numbers are forecast to grow by 5.8% per annum over the next 20 years. Domestic passenger numbers are expected to increase by 4.1% per annum and regional passenger numbers are forecast to similarly grow by 3.6% per annum over the same period.

The number of movements of all aircraft is predicted to increase by 3.0% per annum in the 20-year planning horizon.

Freight exports by air through Adelaide Airport are expected to increase by between 3.4% and 5.7% per annum over the next 20 years.

Aviation and land use development

Based on AAL's forecasts, planning for the future airport development of aviation infrastructure will enable growth in aircraft and passenger movements in a well-planned and efficient manner. This refers to runways, taxiways and aprons for aircraft movements, and terminal capacity for processing passengers at forecast rates.

Work has already commenced in 2014 to expand the airport's southern apron to accommodate two additional Code C equivalent (B737, A320) bays. Subsequent apron expansion is planned to the north, which will include relocation of regional airlines, establishment of additional Code C gates and demolition of the former international terminal building.

Among the landside infrastructure projects being considered over the next five years are a hotel development adjacent to the terminal, expansion of the southern pier of the terminal, addition to the international baggage claim and arrivals hall, expansion of the main security checkpoint, larger retail space and airline lounges, construction of a new general aviation terminal, and additional international gates.

In the medium term (2020-2034) further apron expansion is expected to continue to the south and to the north-west of the terminal, and an extension of the multi-level short stay car park will be considered.

The Master Plan does not foreshadow any major runway development within the 20-year planning period.

Aircraft Noise

AAL is acutely aware of the impact aviation-related activities, and particularly noise generated by these activities, can have on the local community. There is a broad range of programs in place to address aircraft noise around the airport, such as working with stakeholders to observe curfew arrangements, engaging with the local community, working with all levels of Government, consulting with airlines and investing in airport infrastructure that supports new-generation quieter aircraft.

The most effective means for reducing the impact of aircraft noise is through effective planning of land use for areas adjacent to the airport site. Other means include alternative runway allocations, adopted flight path procedures, restrictions of aircraft movements by aircraft type and aircraft operational procedures.

This Master Plan includes forecasts of noise levels resulting from the operation of the airport. As specified by the Commonwealth Government, the airport uses the computer-based Integrated Noise Model which produces Australian Noise Exposure Forecasts (ANEFs). AAL also uses an N70 map, which shows the number of noise events above 70 decibels caused by over-flying aircraft.

Land Use Planning

The land use provisions in this document take into account, among other documents, *South Australia's Strategic Plan (2011)*, the *30-Year Plan for Greater Adelaide (2010)*, and the *City of West Torrens Vision 2025 – Strategic Directions Report*.

As the State's major gateway and arguably most significant employer, it is vital that any development on Adelaide Airport land proceed in a manner that is compatible with adjacent land uses and optimum development policies, without compromising the airport's operational integrity and economic viability. Conversely, it is important that development surrounding the airport does not compromise the operational integrity of airport operations, taking into account the specification of the National Airport Safeguarding Framework (NASF).

The airport is divided into seven precincts, and for each precinct the Master Plan contains Objectives and Desired Character Statements for future development, along with Principles of Development Control incorporating Envisaged and Non-Complying uses.

In changes since the 2009 Master Plan, the former Burbridge and Terminals precincts have been combined to form the larger Terminals & Business Precinct, and the Holdfast Precinct has been incorporated into the larger Morphett Precinct.

AAL has established an Airport Planning Coordination Forum to develop ongoing strategic partnerships with Commonwealth, State and local governments. Forum members meet regularly to discuss issues and exchange information on airport planning, development and operations, and implications of development on surrounding areas.

Ground Transport

As Adelaide Airport grows, it is critical that it considers ground transport demands within and adjacent to the airport. Accordingly, the Ground Transport Plan has been prepared to review existing traffic, access and parking conditions and to identify key transport infrastructure strategies.

Significant changes to the airport's ground transport facilities have occurred over the past five years, including construction of a multi-level short term car park, relocation of pick-up and drop-off zones, new taxi and bus parking areas, and associated re-alignment of the internal road network.

Ground transport planning considerations for the next five years include a State upgrade of the Sir Donald Bradman Drive / Sir Richard Williams Drive intersection at the airport's main entrance, an upgrade of the Sir Donald Bradman Drive / Sir Hubert Wilkins Avenue intersection, and a new Netley Precinct road connecting with Marion Road opposite Desmond Avenue. A new internal taxi access link connecting Airport East with the Terminals & Business Precinct is also under consideration.

Provision is made within the Master Plan for potential light rail links within the boundaries of the airport, allowing for multi-directional connectivity to the Adelaide CBD and the metropolitan area, while improvements to walking and cycling routes are also recommended.

Environment

AAL is considered an aviation leader in regards to its vision and actions to protect the environment. Recent initiatives include facilitation of the Airport Stormwater Harvesting Scheme by SA Water, resurfacing of the entire runway and taxiway network with zero environmental incidents or complaints, and the establishment of a Clean Energy Partnership with the University of Adelaide's Centre for Energy Technology.

Through this Master Plan, the airport will continue to fulfil its vision for sustainable airport growth and development, ensure all identified environmental sustainability risks are appropriately managed, and build upon its past achievements.

Among AAL's goals for the next 5 years are to reduce electricity consumption per passenger by 10%, as well as reduce greenhouse emissions per passenger by 5%. It will further aim to reduce potable mains water consumption by 10%.

Community and stakeholder engagement

In all of its planning activities, AAL seeks to consult and engage with the community and its stakeholders wherever possible. For example, it meets regularly with community, government and stakeholder representatives through the Adelaide Airport Consultative Committee.

The Master Plan forms a very important part of this engagement process. It presents a direct opportunity for the community and stakeholders to understand and provide feedback on the airport's planned activities for the next 5 years, and on its longer term vision up until 2034.

ABBREVIATIONS

AACC	Adelaide Airport Consultative Committee	GA	General Aviation
AAL	Adelaide Airport Limited	GBCA	Green Building Council of Australia
ABC	Airport Building Controller	GDP	Gross Domestic Product
ABS	Australian Bureau of Statistics	GIS	Geographic Information System
ACCC	Australian Competition and Consumer Commission	GSP	Gross State Product
ACI	Airports Council International	GTP	Ground Transport Plan
AEO	Airport Environment Officer	GWTP	Glenelg Wastewater Treatment Plant
AEP	Airport Emergency Plan	ICAO	International Civil Aviation Organisation
AFP	Australian Federal Police	INM	Integrated Noise Model
ANEC	Australian Noise Exposure Concept	ISCA	Infrastructure Sustainability Council Australia
ANEF	Australian Noise Exposure Forecast	ISO 14001	Australian and International Environmental Management Standard
ANEI	Australian Noise Exposure Index	IVS	International Visitor Survey
ANO	Aircraft Noise Ombudsman	JOSF	Joint Oil Storage Facility
APCF	Airport Planning Coordination Forum	JUHI	Joint User Hydrant Installation
APU	Auxiliary Power Unit	LAHSO	Land and Hold Short Operations
AQIS	Australian Quarantine and Inspection Service	MFY	Murray F Young and Associates
ARFF	Aviation Rescue and Fire Fighting	MVA	Megawatt Volt Amperes
AsA	Airservices Australia	NABERS	National Australian Built Environment Rating System
ASR	Aquifer Storage and Recovery	NASAG	National Airports Safeguarding Advisory Group
AST	Above Ground Storage Tank	NASF	National Airports Safeguarding Framework
AVSTATS	Aviation Statistics supplied by BITRE	NVS	National Visitor Survey
BITRE	Bureau of Infrastructure Transport and Regional Economics	OLS	Obstacle Limitation Surface
CAGR	Compound Annual Growth Rate	PANS-OPS	Procedures for Air Navigation Services – Aircraft Operations
CASA	Civil Aviation Safety Authority	PCB	Polychlorinated Biphenyls
CASR	Civil Aviation Safety Regulations	PCCZ	Patawalonga Creek Conservation Zone
CBD	Central Business District	PFOA	Per-fluoro-ocatnoic Acid
CEMP	Construction Environmental Management Plan	PFOS	Per fluoroocane sulfonate
CO2e	Carbon Dioxide Equivalents	PSZ	Public Safety Zone
dB	Decibel	RET	Rapid Exit Taxiway
DIRD	Department of Infrastructure and Regional Development (Commonwealth)	RPT	Regular Public Transport
DPA	Development Plan Amendment	Rx/Tx	Receivers/Transmitters
DPTI	Department of Planning, Transport and Infrastructure (State)	SCATS	Sydney Coordinated Adaptive Traffic System
EIS	Environmental Impact Statement	SQMIP	Stormwater Quality Management and Improvement Plan
EMP	Environmental Management Plan	T1	Terminal 1 Adelaide Airport
EMS	Environmental Management System	TCZ	Tapleys Conservation Zone
EPA	Environment Protection Authority (SA)	TFI	Tourism Futures International
EPBC	<i>Environment Protection and Biodiversity Conservation Act 1999</i>	TRA	Tourism Research Australia
EPNL	Effective Perceived Noise Level	TWI	Trade Weighted Index
FAC	Federal Airports Corporation	UST	Underground Storage Tank

GLOSSARY

Aerodrome/Airport

A defined area on land or water (including any buildings installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

Airport Control Service/Air Traffic Control

Airspace management provided by Airservices Australia.

Airport Emergency Plan

A plan developed by the Airport Operator to co-ordinate all agencies and their individual Airport Emergency Procedures, state or supporting area plans for dealing with an airport emergency.

Airport Emergency Procedures (Standard Operating Procedures)

Agency procedures for meeting the Airport Emergency Plan.

Airline Operator

The operator of a Regular Public Transport air service.

Airport Operator

The airport operator is the person(s) or organisation whose name appears on the licence document and/or in aeronautical aviation publication Enroute Supplement Australia. (For the purposes of this Master Plan, Adelaide Airport Limited, ACN-075176653 is the airport operator at Adelaide Airport.)

Air Side

The movement area of an airport, adjacent terrain and buildings or portions thereof, access to which is controlled, consistent with Section 9 of the *Aviation Transport Security Act 2004*.

Apron

The part of an airport used for: (a) the purpose of enabling passengers to board, or disembark from aircraft; (b) loading cargo onto, or unloading cargo from, aircraft; and/or (c) refuelling, parking or carrying out maintenance on aircraft.

Aviation-Related Support Industry

Includes aircraft hangars, catering services, freight terminals, car rental and valet facilities, car parking, vehicle storage, taxi holding area amenities, fuel depots and hydrants, storage facilities, warehousing, offices, engineering support, and maintenance activities, passenger terminals and aviation educational establishments.

Aviation Security

A combination of measures and human and material resources intended to safeguard civil aviation against acts of unlawful interference.

Brand Outlet Centre

A shopping centre in which is located one or more discount retail outlets used by retailers to centralise the distribution and sale of excess or damaged stock, test limited amounts of new product and provide inventory control together with associated support retail activities such as fast food, restaurants and ancillary retailing and services, either as independent shops or as alternative activities within the Brand Outlet shops themselves. Normally this would involve a shop, or group of shops, with a floor area exceeding 500 m², that offers discount clothing, sporting goods and personal effects by retail.

Bulky Goods Retailing

Includes premises that are used for the display, sale and rental of automotive parts, camping and recreational supplies, curtains and fabrics, homewares, hardware, stationary and office supplies and that do not sell food stuffs, personal effects or clothing (other than sold incidentally to the primary purpose of the shop) and retail showrooms and service trade premises.

Categorised Airport

An airport that has been identified by the DIRD through an instrument signed by the Secretary and issued pursuant to Section 28 of the *Aviation Transport Security Act 2004* as being an airport requiring the implementation of specific aviation security measures through a Transport Security Program.

Control Tower

A unit established to provide air traffic control service to airport traffic.

Event Activities

An event to be held on airport land such as a circus, live entertainment activity or outdoor deck-chair or drive-in cinema.



Freight and Distribution Centre

Generally office/warehousing premises used for storage, but can also focus upon the regular handling of goods within the facility itself for regular and contract distribution by courier or truck to other specific destinations, on other transport services such as aircraft, rail or heavy road transport.

Handling Agent

An organisation which provides an airline with services such as, but not necessarily confined to, engineering support, passenger handling, operational and ramp services and the supply of consumable items.

In flight

In flight commences when the last external door of the aircraft is closed in preparation for the first movement of the aircraft for the purpose of taking off; or if the aircraft moves before all doors are closed for the purpose of taking off, when it first so moves, until the first external door of the aircraft is opened after the aircraft comes to rest.

Land Side

That area of an airport and buildings to which the public normally has access, consistent with Section 9 of the *Aviation Transport Security Act 2004*.

Manoeuvring Area

Those parts of an airport used for the take-off, landing and taxiing of aircraft, excluding aprons.

Movement Area

That part of an airport used for the surface movement of aircraft, including manoeuvring areas and aprons.

Prohibited Area

In relation to an airport, means any part of the airport upon or in relation to, which is posted a notice to the effect that access to that part of the airport is prohibited, and purporting to have been posted with the authority of the Chief Executive of the Airport Operator.

Regular Public Transport Service

A service consisting of Regular Public Transport aircraft operations, as prescribed in the Civil Aviation Regulations.

Regulatory Signs

A sign, which advises of any law, regulation or restriction which it would be an offence to disregard.

Retail Showroom

Premises used primarily for the sale, display or offer by retail of furniture, floor coverings, computers, electrical goods and appliances, lighting, outdoor furniture and white goods.

Runway-Related Activities/Facilities

Activities and facilities include runways, taxiways, aprons, clearways, compass swing and engine run-up areas, glide path facilities, helicopter landing, parking and servicing, landing equipment, radar and all aircraft navigational aids.

Secretary

The Secretary of the Department of Infrastructure and Regional Development.

Soil Treatment Facility

A facility that allows for silt and soil to be removed from watercourses to be stockpiled, tested and safely removed from the site.

Sterile Area

In relation to an aerodrome, a landside security zone in the aerodrome to which persons, vehicles and goods are not permitted access until given clearance, in relation to aviation security, made under Section 32 of the *Aviation Transport Security Act 2004*.

Transport Security Program

A written plan prepared by an Airport Operator that details security measures and procedures for the airport as approved by the Office of Transport Security.

