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# Frequently Asked Questions

## Curfew

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### **What are the rules and regulations applying to the curfew and what is the curfew period?**

The rules for the curfew at Adelaide Airport are laid down in the [Adelaide Airport Curfew Act 2000](#) and the [Adelaide Airport Curfew Regulations 2000](#), which are administered by the Department of Infrastructure and Regional Development ("The Department").

The curfew operates from 11pm until 6am. During this period take offs and landings at the Airport are restricted to specific types of aircraft and operations. The criteria for departing flights meeting the curfew is to be given taxi clearance by ASA Air Traffic Control before 11.00pm and after 6am.

### **Who is responsible for the management/administration of the Curfew?**

Airservices Australia monitors which aircraft operate during curfew periods and provides reports to the Department. The Department is the only organisation that can make a determination of a curfew violation and prosecute an airline or aircraft operator for breaching a curfew.

### **How does the curfew apply?**

The Adelaide Airport curfew is not a blanket restriction on aircraft operations at night. Rather, the curfew restricts activity to specific aircraft and operations between the hours of 11 pm and 6 am, as outlined in the Act and Regulations.

The curfew restrictions do not apply in cases of emergency, or in exceptional circumstances for which the Minister may grant dispensations for aircraft to operate when they would not otherwise be allowed to do so. These must be issued in accordance with guidelines, which define 'exceptional circumstances'.

### **How is the curfew dispensation applied, and what are exceptional circumstances?**

Under curfew legislation and regulations, the Minister has the power to grant a dispensation that allows an aircraft to operate during a curfew.

In practice, a dispensation is granted by the Minister where he is satisfied that there are exceptional circumstances to justify the flight. Dispensations must be granted before a flight operates into, or out of, an airport with a curfew. They cannot be granted retrospectively.

Dispensations can be granted in the following circumstances:

- The aircraft is being used for or in connection with; a search and rescue operation, a medical emergency, or a natural disaster;
- The pilot of the aircraft has declared an in-flight emergency;
- The aircraft is taking off from Adelaide Airport in order to resume the flight interrupted by such an emergency, or in circumstances where there was an unforeseen and immediate interruption to services causing a delay into the curfew period;
- The aircraft has insufficient fuel to be diverted to another airport;
- There is an urgent need for the aircraft to land or take off to ensure the safety or security of the aircraft or any person, or to avoid damage to property; and
- The Minister is satisfied that there are circumstances justifying the take-off or landing.

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## What runways operate during the curfew?

During the curfew period, aircraft must land on Runway 05, and must take off on Runway 23. Under Section 15 of the Act, Runway 23 can be used for arrivals only when Runway 05 is declared by Airservices Australia to be not operationally acceptable for arrivals.

## Which aircraft are allowed to operate during the curfew?

The principal categories of permitted operations are as follows:

- Small (less than 34,000kg) noise certificated propeller driven aircraft and 'low noise' jets that are specified on a list which has been Gazetted by the Minister and allowed to operate without a quota on the number of their movements (see further below).
- Under Regulation 5 low noise heavy freight aircraft are permitted a maximum number of 15 take-offs and a maximum number of 25 landing per week during curfew periods.
- Cobham (formerly National Jet Systems) have specific approval for BAe146 aircraft undergoing scheduled maintenance or major defect rectification at Cobham's Adelaide Airport base to operate, subject to Cobham seeking a dispensation for each flight.
- Regulation 4 provides for international passenger movements between 11pm and midnight and between 5am and 6am (the curfew shoulder periods) subject to:
  - Jet aircraft meeting the strictest ICAO noise standards (Chapter 3);
  - No more than 8 movements per week (maximum number of take-offs is currently 0, and the maximum number of landings is currently 8).

The list of "low noise" jets approved to operate during the curfew period was updated at the end of 2014 to provide for newer, quieter Chapter 4 aircraft models to operate during the curfew. These are listed in Regulation 7 of the Regulations. The noisier aircraft on the previous list that will be phased out, and become unable to operate during the curfew after 2022, include the following:

- BAe 125 Series 800A, 800A (C—29A), 800A (U-125), 800B;
- 1000A and 1000B;
- Beechcraft 400, 400A (Hawker 400 XP) and 400T;
- Cessna Citation 650;
- Gulfstream G1159, G1159A and G1159B;
- HS 125 Series 400B, 400B/1, F600B, 700A and 700B; and
- Mystere Falcon Series D, E, F and G.