2

Adelaide
Airport
Today

2.1. Background

Adelaide Airport is the aviation gateway to Adelaide and South Australia and processed 8.5 million passengers in 2018. Passenger numbers have more than doubled since privatisation of the airport in 1998, with international passenger numbers more than quadrupling over this period to one million.

With this growth in passenger movements, Adelaide Airport's significance to both Adelaide and South Australia continues to increase; not only in terms of being an essential passenger and freight hub situated only six kilometres from the Adelaide CBD, but also as a major employment and business centre.

Adelaide Airport's location provides significant and unique advantages:

• Within six kilometres of the Adelaide CBD
• Centrally located within the Adelaide metropolitan area
• Well linked to nearby major sea and rail ports
• Well connected to major road corridors, connecting to local, metropolitan and regional areas
• Sufficient land to accommodate a growing aviation market

The airport's proximity to the city and its suburbs also means that careful planning and consultation is required to ensure that the aviation considerations of the airport are protected, while also ensuring that operational requirements are balanced with the community's needs.

Adelaide Airport is operated by Adelaide Airport Ltd (AAL). Adelaide and Parafield Airports were transferred from the Commonwealth Government to AAL in May 1998, with a 50-year lease for both airports and an option to extend the lease for a further 49 years. The lease requires AAL to operate the site as an airport, as well as allowing for other developments to support the economic viability of the airport.

As a significant private company in South Australia, AAL helps create vibrant communities and appreciates that commercial success is inseparable from the responsibility to make a significant and positive contribution to the community and the State. Nearly 84 per cent of AAL shares are held by superannuation funds for the benefit of Australian citizens. AAL makes important contributions to organisations that benefit the local and wider community, and the Adelaide Airport Community Investment Initiatives incorporates partnerships across various sectors including the arts, business development, people empowerment enterprises and remote emergency services.

Since privatisation, Adelaide Airport has grown to serve as an important transport hub, moving passengers and freight to and from destinations in South Australia, nationally and internationally. It is also the State's largest employment site outside of the Adelaide CBD, with more than 130 businesses and more than 7,100 employees onsite.
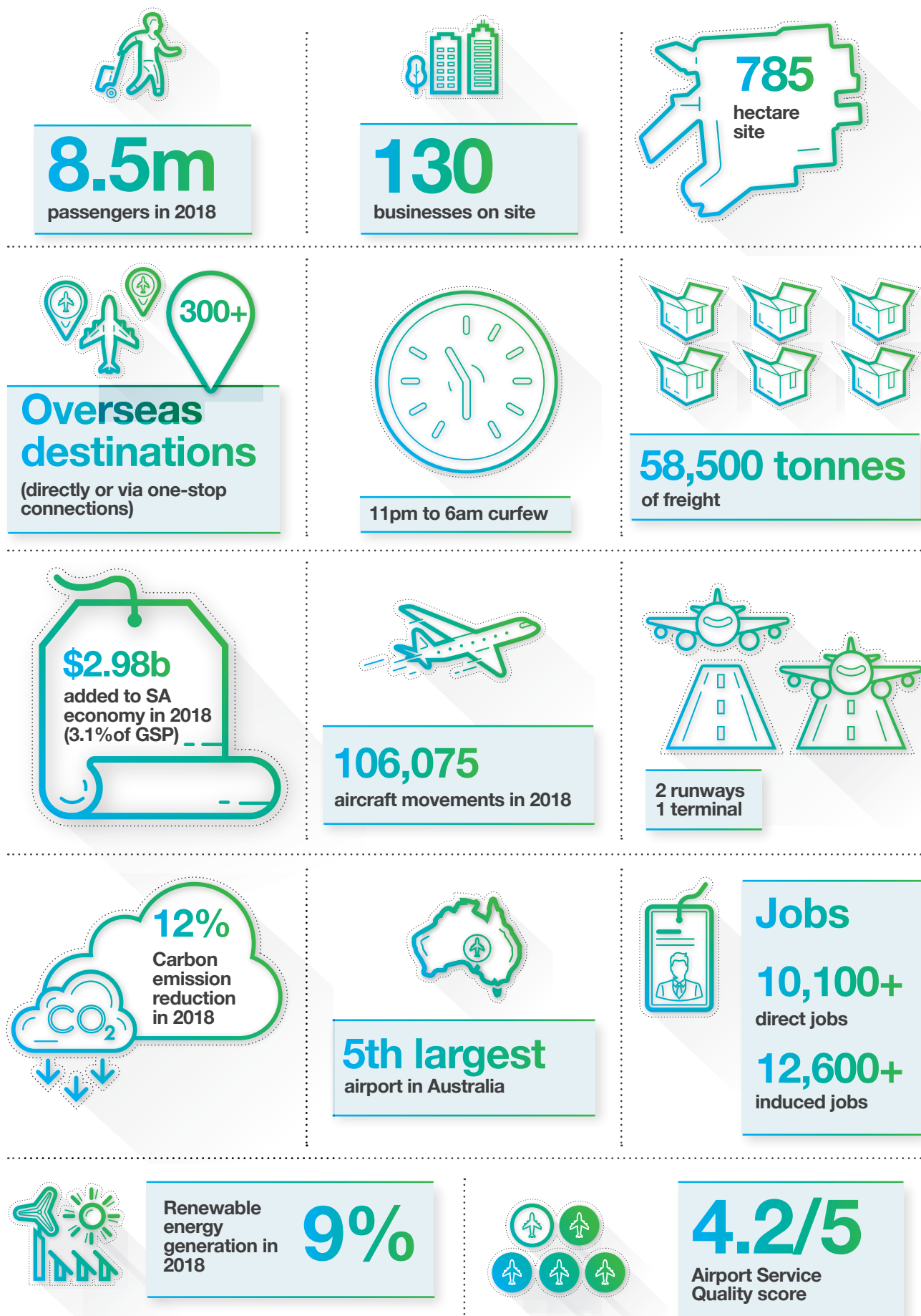
Snapshot of Adelaide Airport in 2018

8.5m
passengers in 2018

130
businesses on site

785
hectare site

300+
Overseas destinations
(directly or via one-stop connections)

11pm to 6am curfew

58,500 tonnes
of freight

$2.98b
added to SA economy in 2018 (3.1% of GSP)

106,075
aircraft movements in 2018

2 runways 1 terminal

12%
Carbon emission reduction in 2018

5th largest
airport in Australia

Jobs
10,100+
direct jobs
12,600+
induced jobs

Renewable energy generation in 2018 **9%**

4.2/5
Airport Service Quality score

Figure 2-1: *Snapshot of Adelaide Airport Today*

2.2. Airport Site

Adelaide Airport is located approximately six kilometres west of Adelaide's CBD with its western boundary one kilometre from the shores of Gulf St Vincent.

The airport occupies a site of approximately 785 hectares and is well connected to the CBD, surrounding suburbs and other major locations in the Adelaide metropolitan area and throughout the State (see Figure 2-2).

The airport site is bordered by Sir Donald Bradman Drive to the north; Tapleys Hill Road to the west; and James Melrose Road to the south; with sections of the airport to the west of Tapleys Hill Road: north-west to Burbridge Road; and south-west to Military Road.

The airport site is located within the Local Government Area of the City of West Torrens; with a small portion of approximately three hectares being in the City of Charles Sturt. The southern boundary of the airport is adjacent to the City of Holdfast Bay. Figure 2-3 shows the boundaries of the Local Government Areas surrounding the airport site.

Since the establishment of the airport site in the 1940s, urban uses in surrounding areas have increased in intensity. The airport is surrounded by a mix of open space, in the form of recreational facilities such as sports fields, golf courses and recreational reserves, low and medium density residential areas, and light to heavy industrial complexes. The West Beach Parks Complex (formerly known as Adelaide Shores), a significant holiday and recreational area, is located immediately to the west of the site.

South Road is located two kilometres to the east of the airport, accessed via Sir Donald Bradman Drive and Richmond Road. The South Australian Government has committed to a 10-year plan to convert the remaining sections of South Road into a high capacity motorway as part of the North-South Corridor, leading to a 78-kilometre non-stop route from Gawler to Old Noarlunga, providing an important transport and freight connection to local and regional destinations.

Adelaide Airport is the largest of three airports within the Adelaide metropolitan area. Parafield Airport, used for general aviation and pilot training, and Royal Australian Air Force (RAAF) Base Edinburgh are located 17 and 27 kilometres to the north of Adelaide Airport, respectively (see Figure 2-2).

The entire Adelaide Airport site is designated as the Adelaide Airport Business District which aligns with the State Government's approach to land use planning. The Adelaide Airport Business District is divided into seven precincts, akin to a suburb and each with specific development intent. These precincts are shown in Figure 2-4 and comprise:

• Runways Precinct
• Terminals & Business Precinct
• Airport East Precinct
• Morphett Precinct
• Tapleys Precinct
• West Beach Precinct
• Torrens Precinct

AAL also owns residential properties that are outside of the airport boundary. These properties have been purchased by AAL to ensure the long-term protection of current and future runway approach lighting requirements. The freehold land is not subject to the airport lease arrangements or Airports Act regulatory framework.

LEGEND

- - - **Railway**

- - - **Tram Line**
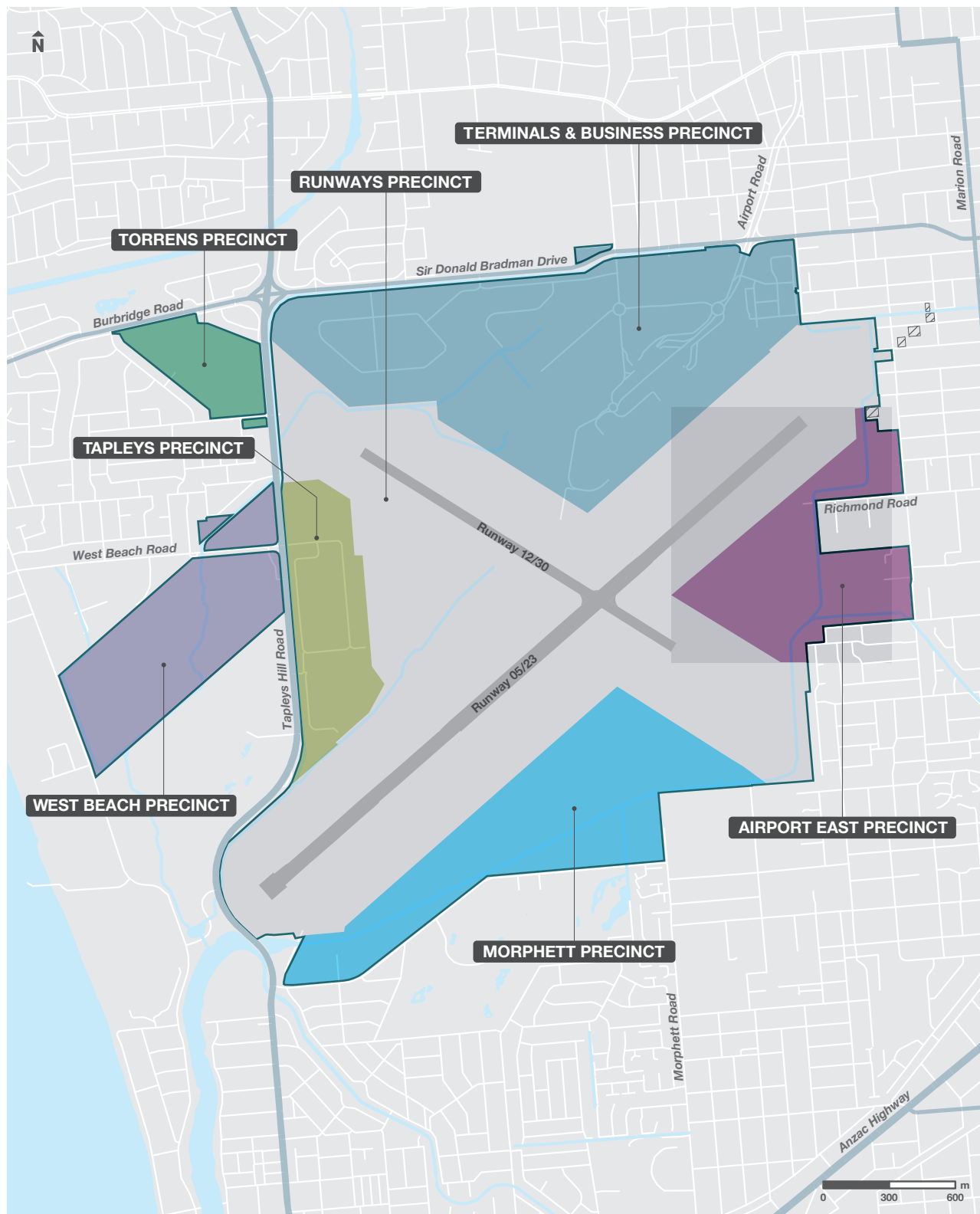
――― **Major Transport Routes**

▮ **Parks, Forests and Reserves**

▮ **Watercourses**

Figure 2-2: *Adelaide Airport Location*
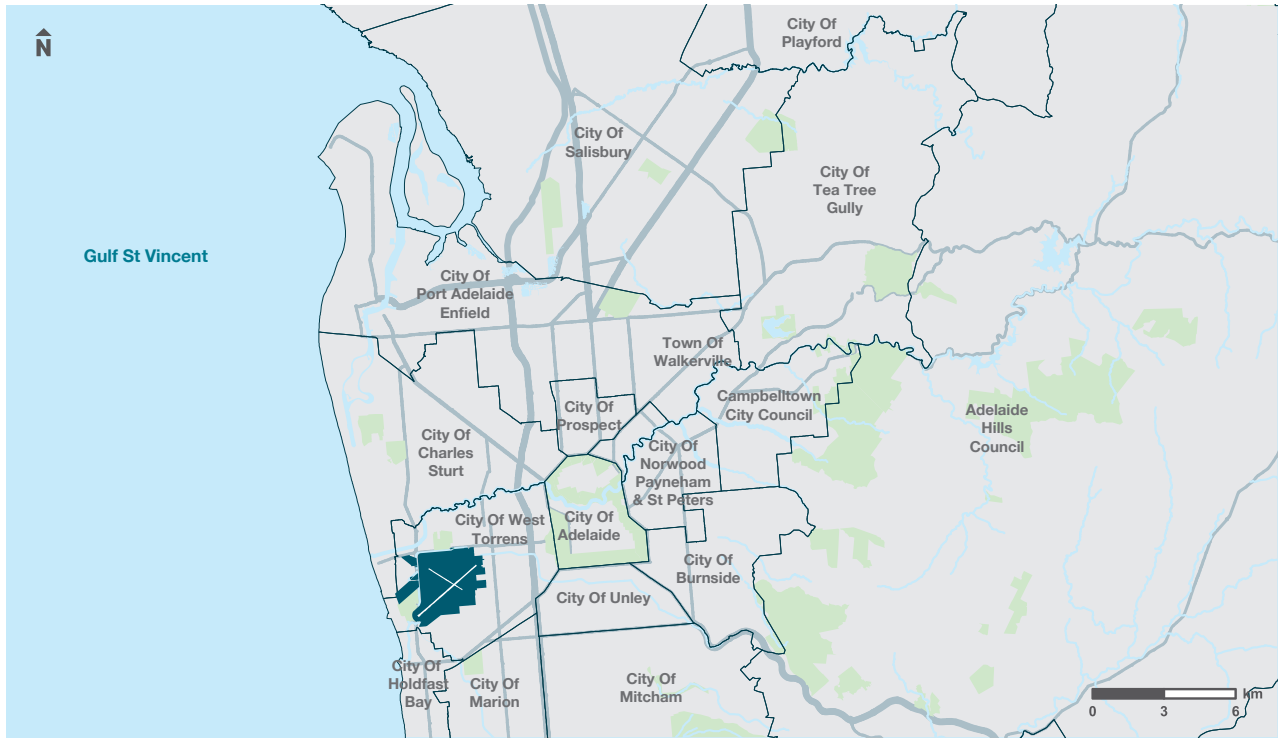
LEGEND

■ Airport Site		— Major Transport Routes	
■ Runways		■ Parks, Forests and Reserves	
□ Local Government Authority		■ Watercourses	

Figure 2-3: *Local Government Areas Around Adelaide Airport*

Figure 2-4: *Adelaide Airport Precincts*

LEGEND

- Adelaide Airport Business District Boundary
- Freehold Land
- Runways
- Airport Terminal
- Watercourses
- Arterial Roads
- Local Roads

ADELAIDE AIRPORT PRECINCTS

- Runways Precincts
- Terminals & Business Precinct
- Airport East Precinct
- Morphett Precinct
- Tapleys Precinct
- West Beach Precinct
- Torrens Precinct

2.3. Airport History

Following the end of World War I, Adelaide's original aerodrome was developed by the Commonwealth Government in 1921. Known as Captain Butler's Aerodrome, the site was located at what is now the suburb of Hendon, nine kilometres from the CBD, and was used as the base for airmail services between Adelaide and Sydney. Adelaide's aviation needs continued to grow and in 1927, the existing Parafield Airport site was acquired. By 1941, it had become evident that the site's location was operationally unsuitable for Adelaide's aviation needs so investigations for an alternate site for the city's major airport commenced.

Following several years of topographical, geographical and meteorological studies, the present site between the Adelaide CBD and the coast was chosen.

2.3.1. Early Airport Development

World War II slowed the acquisition and development program for the Adelaide Airport site, but the 10 years following the war saw it developed for domestic air services.

Work on the new airport began in 1947, with construction completed seven years later. The first regular transport services commenced in February 1955 following the granting of the airport's licence to operate.

It was not until 1957 that the Commonwealth funded and built a temporary passenger terminal, with a lean-to constructed on one of the large hangars at the airport.

Adelaide Airport continued to be expanded to accommodate the larger and more frequent air services needed to meet the increased demands of the South Australian community. In the late 1960s, the main runway was first extended, along with one of many extensions to the original domestic terminal.

Regular international services began in November 1982 with the construction of a separate international terminal building to accommodate the growing influx of overseas visitors.

In 1982, the then Department of Aviation released a Provisional Master Plan for Adelaide Airport that catered for growth and incorporated a draft environmental impact statement. This provisional plan was issued to airport users and interest groups but not finalised.

The Commonwealth Government began laying the foundations for privatisation of its airports in the 1980s with legislative processes for the first stage of the program put in place.

The original site was located at what is now the suburb of Hendon, nine kilometres from the CBD, and was used as the base for airmail services between Adelaide and Sydney.

Figure 2-5: *View of the Original Adelaide Airport Site 1947*

In 1988 the management of Adelaide Airport was transferred to the Federal Airports Corporation (FAC), a Commonwealth Government business enterprise.

In July 1991, the FAC commissioned a redraft of the 1982 Provisional Master Plan. The new plan identified opportunities for the development of commercial precincts within the airport site.

In the mid-1990s, the FAC undertook a significant upgrade of the airport's facilities. It extended the main runway and invested a further $20 million over a 10-year period to improve roads, power, water and sewerage capacity, terminal development and aircraft aprons and taxiways.

2.3.2.   Privatisation

In May 1998, operation and management of Adelaide Airport was transferred from the Commonwealth Government to AAL for 50 years, with an option of extending the lease for a further 49 years.

As a requirement of privatisation, AAL prepared its first master plan, Master Plan 1999, for public comment and Commonwealth Government approval. The Master Plan 1999 identified that a multi-user integrated terminal was planned for the airport site.

Prime Minister John Howard at the opening of the existing terminal in 2005

2.3.3.   Major Airport Expansion

Since taking over the management and operation of Adelaide Airport in 1998, to position Adelaide Airport as one of the most modern and accessible airports in Australia, AAL has invested over $640 million on infrastructure upgrades.

Construction of the $260 million Adelaide Airport multi-user integrated terminal (Terminal 1) – one of South Australia's largest and most significant privately funded civil infrastructure projects – commenced in November 2003 and was officially opened in October 2005.

In 2011, AAL completed a major resurfacing of runways and aprons.

Between 2012 and 2018, AAL invested approximately $15 million in capital projects to service taxi, bus and chauffeur vehicles. AAL designed and constructed the multi-level car park alongside Terminal 1 that was opened in August 2012. The area between Terminal 1 and the car park was developed as a pedestrian plaza, which was completed in March 2013. Along with the terminal and car park developments, AAL has also reconfigured the internal road network to provide enhanced accessibility to terminal precinct infrastructure and external roads.

September 2018 saw the opening of the $50 million, 165-room Atura Adelaide Airport Hotel, a seven-storey facility directly connected to Terminal 1.

Adelaide Airport continues to grow. Passenger numbers have steadily increased, with 8.5 million passengers passing through Adelaide Airport in 2018.

Currently underway is the $165 million Terminal Expansion Project (TEx), which will significantly upgrade international arrivals and departures, and create more retail and dining options for both domestic and international travellers. Due for completion in 2021, the terminal expansion is the biggest infrastructure project at Adelaide Airport since the completion of the existing terminal in 2005.

As a major economic and employment generator, the growth of Adelaide Airport is inextricably linked to the development of South Australia. Adelaide Airport currently hosts 130 businesses across the Airport Business District. The airport is recognised as a key business and logistics hub with strong connections to major regional areas, all capital cities and key global hubs, resulting in significant growth in commercial developments.

C2

Terminal Expansion Project (TEx)

The $165 million Terminal Expansion Project (TEx) will significantly improve the arrivals and departures experience for international passengers, with:

- A second, longer baggage belt for arrivals
- More space for emigration and immigration processing
- Expanded security screening
- A larger duty free precinct for arrivals and departures
- Expanded dining and retail options

Retail areas will be expanded and refurbished throughout the terminal, resulting in more than 80 per cent increase in the overall size of the terminal's retail and dining precinct across domestic and international areas.

Other improvements include:

- A new common user premium international lounge
- New VIP facilities for international arrivals and departures
- Relocation of the Virgin Australia Lounge
- Expansion of office space for terminal tenants, including airlines and regulatory agencies

Figure 2-6: *Overview of Terminal Expansion Project*

Overview of Terminal Expansion Project
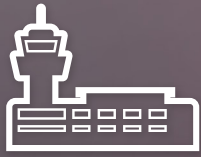
Expansion of terminal footprint
16,500m^2

Total retail footprint increase
80%+
(Domestic & International)

Project value
$165 million

Completion
2021

C2

History of Adelaide Airport

Pre 1940
Parafield Airport is the main airport servicing Adelaide

Demand grows for an airport closer to the city and suburbs

1954
Construction of the airfield is complete, and operational testing

1982
Regular international services commence following construction of international terminal building

1947
Groundworks commence

1957
Passenger terminal constructed

1940　　1950　　1960　　1970　　1980

1941-1944
Exhaustive investigations into a suitable site are conducted

The Adelaide Airport site is chosen which is relatively undeveloped between the coast and the CBD at West Beach

1955
Adelaide Airport opens and receives its first commercial flights

1988
Federal Airports Corporation established

Figure 2-7: *Planning Timeline of Adelaide Airport*

1999
First Master Plan approved since privatisation

2018
Atura Hotel opens

Terminal Expansion Project (TEx) commences

1995-1997
Main runway extended and Tapleys Hill Road realigned

2003
Construction of Terminal 1 commences

2012
Multi-level car park opens

1990 **2000** **2010** **2020** **2030**

2000
Curfew introduced

2013
Pedestrian plaza completed

2021
Terminal Expansion Project (TEx) to be completed

1998
Privatisation, Adelaide Airport Limited (AAL) appointed to manage airport

2005
Terminal 1, a new modern multi-user passenger terminal opens

2.4. Achievements Since 2014

Adelaide Airport has continued to evolve and develop in line with the requirements and opportunities identified in Master Plan 2014. Many of the developments outlined in the previous Master Plan have been realised. 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, the Pet Hotel and AFL Max; while others have been approved or are in the planning phase. These offerings add to the commercial ecology at 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. AAL has continued to update facilities including planning for aviation-support facilities, and improved efficiencies of existing aircraft pavement areas.

2.5. Airport Ownership

In 1998, AAL commenced the long-term leases of Adelaide and Parafield Airports from the Commonwealth of Australia.

The current shareholder equity of AAL, as at March 2019, is shown in Figure 2-8. Superannuation funds make up nearly 84 per cent of the ownership. A key strategy of superannuation funds is investment in long-term infrastructure projects that provide a continuing inflow of funds, such as the continued development of Adelaide Airport.
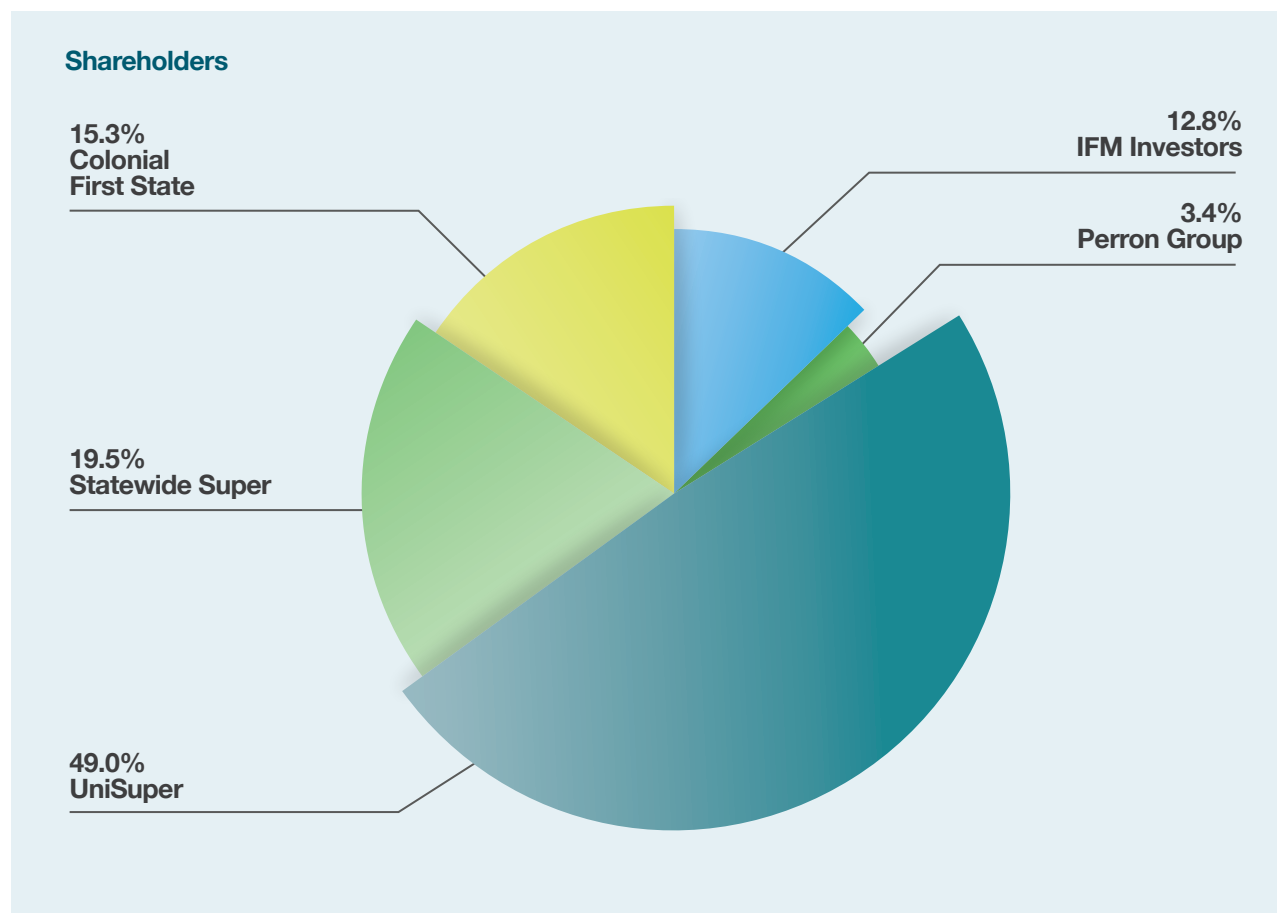

Shareholders

15.3%
Colonial
First State

12.8%
IFM Investors

3.4%
Perron Group

19.5%
Statewide Super

49.0%
UniSuper

*Figure 2-8:* Adelaide Airport Shareholders

2.6. Facilities

Adelaide Airport has extensive aviation infrastructure. The principal aviation-related facilities include:

- A two-runway system comprising the main runway 05/23, which is 3,100 metres long (Category 1 instrument landing system), and the cross-runway 12/30, which is 1,652 metres long
- Extensive network of taxiway and aircraft apron
- A multi-user integrated terminal serving international, domestic and regional customers
- Car parking, offering short-and-long-stay car parking
- Taxi, car rental, rideshare, car-share, public bus and cycling facilities
- Air freight facilities, including direct airside access and cold storage
- Aircraft maintenance hangars and associated facilities
- In-flight catering
- General aviation (including terminal) and helicopter facilities
- Aviation rescue and firefighting facilities
- Air traffic control
- Meteorological services
- Aviation fuel infrastructure

Current aviation infrastructure at Adelaide Airport is shown in Figure 2-9.

C2
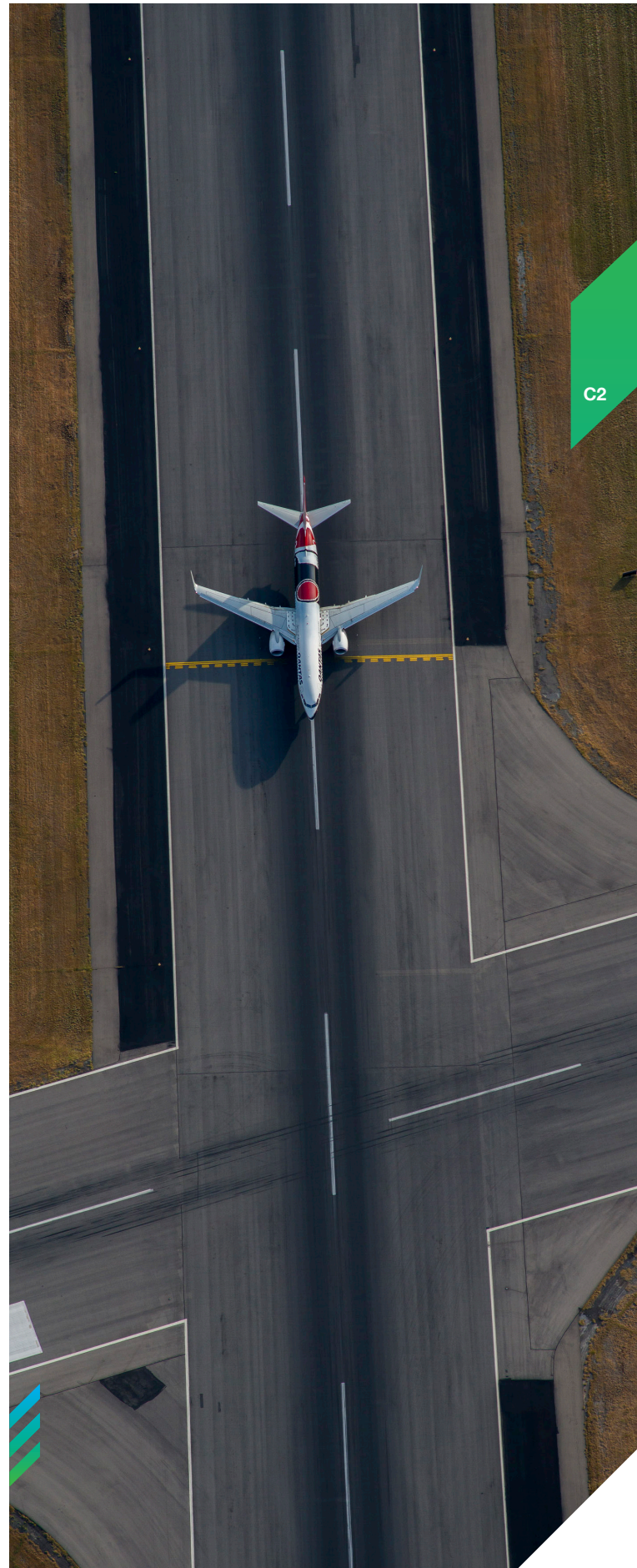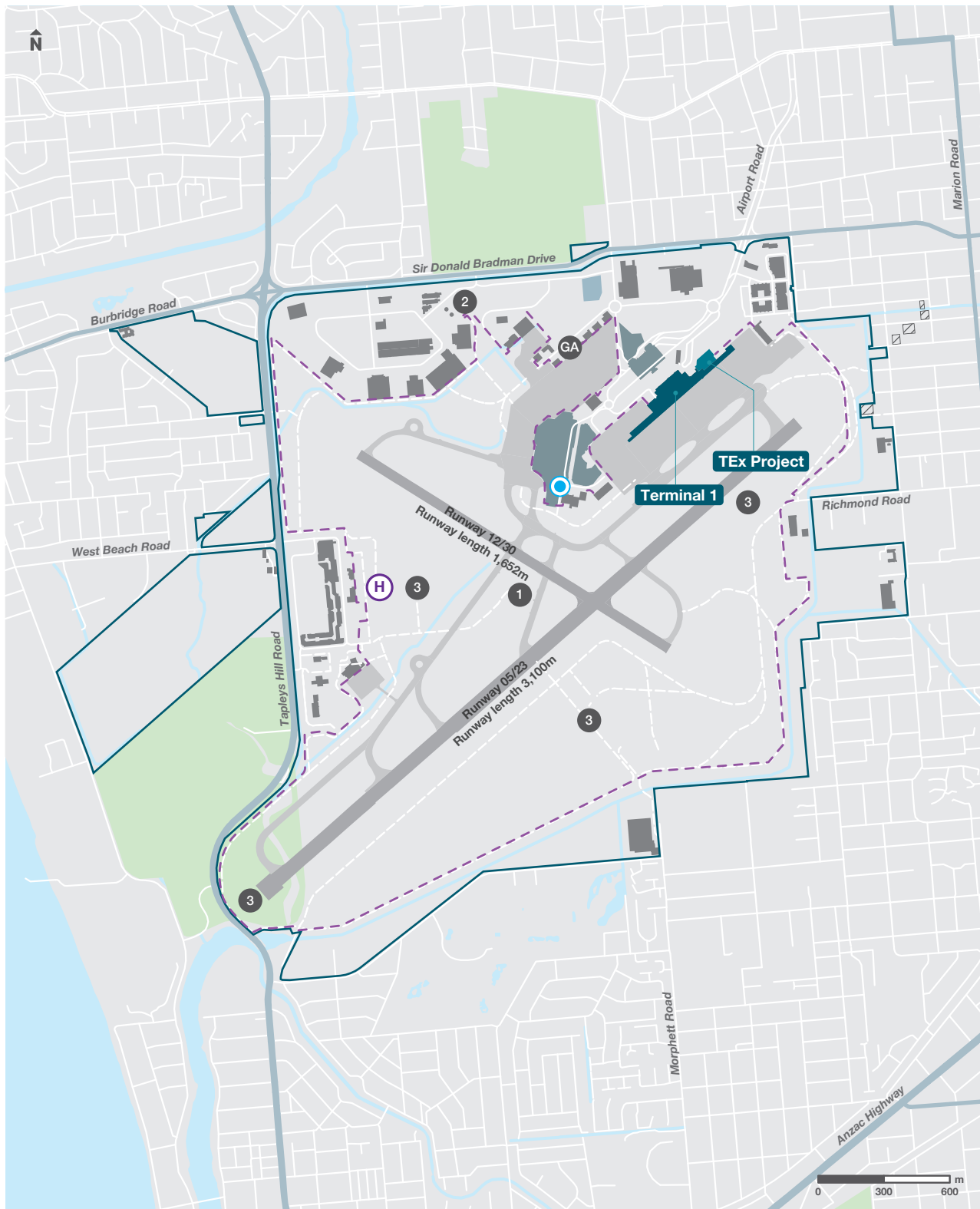
LEGEND

- ☐ Airport Boundary
- ▨ Freehold Land
- ▨ Runways
- ▨ Taxiways/Aprons
- ▨ Airport Terminal
- ▨ Terminal Expansion Project

- ▨ Buildings
- ▨ Airport Car Parks
- ▨ Taxi Lay-off Area
- ▨ Parks and Reserves
- ▨ Watercourses

- ⎯ Arterial Roads
- ⬭ Local Roads
- ⬭ Airside Roads
- ┄ Security Fenceline
- ◉ Air Traffic Control Tower
- Ⓗ Helipad West

ELEMENT DESCRIPTION

- **GA** General Aviation
- **1** Aviation Rescue and Fire Fighting Service
- **2** Joint Oil Storage Facility
- **3** Navigation Systems

Figure 2-9: Layout of Existing Facilities at Adelaide Airport

2.7. Airport Operations

Adelaide Airport currently operates on a 24-hour basis, with curfew restrictions 7 days a week, and caters for a wide variety of aircraft operations and services.

To minimise aircraft-noise exposure for nearby residents, the current Adelaide Airport curfew was introduced in August 2000. The current curfew does not prevent all aircraft movements during the curfew period. It limits aircraft movements between 11:00pm and 6:00am by restricting the types of aircraft that can operate, the number of flights permitted, and the types of operation allowed.

On average, there are currently 10 aircraft movements per night during curfew hours, the majority of which involve emergency services aircraft. During the current curfew period, all aircraft take-off and land over the Gulf St Vincent using the main runway (Runway 05 for arrivals and Runway 23 for departures). Under Chapter 15 of the *Adelaide Airport Curfew Act 2000*, Runway 23 can be used for arrivals only when Runway 05 is declared by Airservices Australia (Airservices) to not be operationally acceptable for arrivals.

From April to October, some curfew schedules are moved to meet curfews at overseas airports (which begin earlier, in line with changes in northern summer time zones). As a result, a limited number of international aircraft arrivals are allowed in the morning curfew shoulder period between 5:00am and 6:00am.

The airport's current curfew arrangements are detailed in Chapter 13.