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## Introduction

### 1.1 Airport Master Planning

**Parafield Airport is located approximately eighteen kilometres north of the Adelaide Central Business District. It is the major general aviation and pilot training airport in South Australia.**

The airport site was selected in the early 1920s with first operations commencing in 1927 and officially opened in 1929. The airport has been progressively developed to meet the growing aviation training needs of airlines throughout Australasia.

Since privatisation of the airport in 1998, master planning of Parafield Airport has been undertaken generally in five-yearly increments. Master Plans have been prepared by PAL and subsequently approved by the Commonwealth Government in 1999, 2004 and 2012.

Pursuant to Section 70 of the *Airports Act 1996* (the Act), every Commonwealth-owned privately leased airport within Australia requires a Master Plan that meets the following criteria:

- to establish the strategic direction for efficient and economic development at the airport over the planning period of the Master Plan;
- to provide for the development of additional uses of the airport site;
- to indicate to the public the intended uses of the airport site;
- to reduce potential conflicts between uses external to the airport site, and to ensure that uses on the airport site are compatible with the areas surrounding the airport;
- to ensure that all operations at the airport are undertaken in accordance with relevant environmental legislation and standards;
- to establish a framework for assessing compliance at the airport with relevant environmental legislation and standards; and
- to promote the continual improvement of environmental management at the airport.

Section 71 of the Act outlines the contents required within the final Master Plan.

This Master Plan has been prepared in accordance with the Act, and is the fourth iteration prepared by PAL. It continues the process of forward planning for the development of the airport site and infrastructure to ensure adequate aviation facilities are available to all airport stakeholders. The Master Plan applies to the planning period from 2017 to 2037 and fulfils the requirements of Sections 72 and 76 of the Act – being the airport’s primary planning document for the next 5 years.

Furthermore, the Master Plan provides a detailed plan for the continued development for the airport over the next 5 years and a 20-year strategic view for the longer-term development of the airport lands for both aeronautical and commercial development. This Master Plan presents a concept for the long-term development of Parafield Airport as the key aviation training infrastructure asset of South Australia, and specifically provides detailed strategies and plans for the period covering the next five years.

The Master Plan is divided into 11 chapters, covering aviation development and forecasts, aircraft noise modelling and land use planning, a Ground Transport Plan and an Environment Strategy, which fulfil the requirements under Sections 71(2)(ga) and (h) of the Act.

## 1.2 Background

The first Master Plan for the airport was developed under instructions from the previous owner, the Federal Airports Corporation, and was released in 1996.

This is the fourth Master Plan prepared by PAL for Parafield Airport. It builds on the aeronautical requirements, environmental protections and land use development concepts developed in the previous four master plans.

This Master Plan focuses on the continued development of the airport as a significant economic driver for northern Adelaide. It proposes some rationalisation of the airport precincts to simplify development of future areas and convey a clearer indication of the future planning for areas on the airport.

The Master Plan also details a continuing approach to all aspects of airport operations in respect of sustainability and how these issues affect the continued growth of the airport and the development of aviation infrastructure.

The previous Airport Master Plan was approved by the Minister on 5 November 2012.

PAL is also required under the *Airports Act 1996* to prepare an Environment Strategy every five years for Ministerial approval. The 2012 Master Plan contained a Sustainability Plan (Environment Strategy) which was approved by the Minister on 5th November 2012. The approved Sustainability Plan was based on the principles of sustainable operation and development, which have developed as a fundamental component of the PAL business.

This Master Plan contains an Environment Strategy which retains all the legal requirements of the Act in relation to Airport Environment Strategies, but extends the application of the strategy beyond compliance as described in the Act and Regulations to the voluntary application of recommended sustainable development principles.

The Ground Transport Plan deals with the issues of moving people and freight onto and off the airport and the interactions with the surrounding road and public transport infrastructure.

## 1.3 Legislative Requirements

Parafield Airport is operated predominantly under the provisions of the Commonwealth *Airports Act 1996* however there are numerous other acts pertaining to the operation of aviation and aviation safety that PAL must comply with. PAL is required by the Act to submit a new draft Master Plan to the Commonwealth Minister prior to the expiry of the original approved master plan every 5 years or as directed by the Minister.

Parafield Airport is a certified aerodrome which operates under the provisions of Civil Aviation Safety Regulation Part 139 - Aerodromes. The aerodrome must comply with the design and operating standards set out in the Manual of Standards Part 139 – Aerodromes and is audited against this Regulation and Manual of Standards on a regular basis by the Civil Aviation Safety Authority.

## 1.4 Contents of the Master Plan

The required contents of a Master Plan are detailed under Section 71 of the Act and must include:

- PAL's development objectives, including the extent of consistency (if any) with planning schemes in South Australia;
- an assessment of the future needs of the airport users for services and facilities relating to the airport;
- proposals for land use and related development of the airport site (covering landside, airside, surface access, and land planning/zoning) including the extent of consistency (if any) with planning schemes in South Australia;
- forecasts relating to noise exposure levels in surrounding areas, over a 20-year planning period;
- flight paths for aircraft likely to use the airport in the future;
- ANEFs for the surrounding airport lands;
- plans, developed through consultation with airline users of the airport and the neighbouring Local Government bodies, for managing aircraft noise intrusion above significant ANEF levels;
- an assessment of the environmental issues that might reasonably be expected to be associated with the implementation of the Master Plan and PAL's plans for dealing with those expected issues;
- a 5-year plan for a ground transport system on the landside of the airport that details:
  - (i) a road network plan;
  - (ii) the facilities for moving people (employees, passengers and other airport users) and freight at the airport;

- (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;
  - (iv) the arrangements for working with the State or local authorities or other bodies responsible for the road network and the public transport system;
  - (v) the capacity of the ground transport system at the airport to support operations and other activities at the airport; and
  - (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;
  - a 5-year plan detailing information on the proposed developments in the Master Plan that are to be used for:
    - (i) commercial, community, office or retail purposes; or
    - (ii) for any other purpose that is not related to airport services;
  - a 5-year plan detailing the likely effects of the proposed developments in the Master Plan on:
    - (i) employment levels at the airport; and
    - (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;
  - an Environment Strategy that details:
    - (i) the airport lessee company's objectives for the environmental management of the airport;
    - (ii) the areas (if any) within the airport site which the airport lessee company, in consultation with State and Federal conservation bodies, identifies as environmentally significant;
    - (iii) the sources of environmental impact associated with airport operations;
    - (iv) the studies, reviews and monitoring to be carried out by the airport lessee company in connection with the environmental impact associated with airport operations;
    - (v) the time frames for completion of those studies and reviews and for reporting on that monitoring;
    - (vi) the specific measures to be carried out by the airport lessee company for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations;
    - (vii) the time frames for completion of those specific measures; and
    - (viii) details of the consultations undertaken in preparing the strategy (including the outcome of the consultations);
  - any other matters that are prescribed in the regulations;
  - such other matters (if any) as are specified in the regulations; and
  - the approval date of the Environment Strategy for the airport.
- In addition to requirements under the *Airports Act 1996*, the *Airports Regulations 1997* also contain requirements for airport Master Plans. These requirements relate to:
- any change to the Obstacle Limitation Surfaces or Precision Approach Navigation Surfaces - Operations for the airport concerned that is likely to result if development proceeds in accordance with the Master Plan;
  - for an area of an airport where a change of use of a kind described in subregulation 6.07 (2) of the *Airports (Environment Protection) Regulations 1996* is proposed:
    - (i) the contents of the report of any examination of the area carried out under regulation 6.09 of those Regulations; and
    - (ii) the airport-lessee company's plans for dealing with any soil pollution referred to in the report;
  - a 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; and
  - a draft or final Master Plan must:
    - (i) 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 *Airports (Transitional) Act 1996* (the Transitional Act); and
    - (ii) 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.
- These requirements and the location in the document where each is located are shown in Table 1.1.

**Table 1.1 Requirements for Master Plan Content**

<i>Airports Act 1996</i> Requirements	Location in Master Plan
Development objectives, including the extent of consistency (if any) with planning schemes in South Australia.	Section 7 and 11
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.	Section 6.3 and 11
Proposals 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.	Section 7, 9 and 11
Australian Noise Exposure Forecasts (ANEF) relating to noise exposure levels for the surrounding airport lands.	Section 5.11
Flight paths for aircraft likely to use the airport in the future.	Section 5.10
Plans developed through consultation with airline users of the airport and neighbouring Local Government bodies for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels.	Section 5.13
Assessment of the environmental issues that might reasonably be expected to be associated with the implementing of the plan and PAL's plans for dealing with those expected issues.	Section 10 and 11
The approval date of the Environment Strategy for the airport.	Section 1.1
In relation to the first 5 years—a Ground Transport Plan for a surface access system on the landside of the airport that details: <ul style="list-style-type: none"> <li>• a road network plan;</li> <li>• the facilities for moving people and freight at the airport;</li> <li>• 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>• 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>• the capacity of the ground transport system at the airport to support operations and other activities at the airport; and</li> <li>• 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>	Section 9
In relation to the first 5 years—detailed information on the proposed developments that are to be used for: <ul style="list-style-type: none"> <li>• commercial, community, office or retail purposes; and</li> <li>• for any other purpose that is not related to airport services.</li> </ul>	Section 11.2
Any change to the OLS or PANS-OPS surfaces for the airport that is likely to result if development proceeds in accordance with the Master Plan.	Section 7.13
In relation to the first 5 years—the likely effect of the proposed developments on: <ul style="list-style-type: none"> <li>• employment levels at the airport; and</li> <li>• the local and regional economy and community, including how the proposed developments fit within the planning schemes for commercial and retail development in the area adjacent to the airport.</li> </ul>	Section 3.5 and 7
An Environment Strategy that details: <ul style="list-style-type: none"> <li>• the objectives for the environmental management of the airport the areas within the airport site which are identified as environmentally significant;</li> <li>• the sources of environmental impact associated with operations;</li> <li>• the studies, reviews and monitoring to be carried out in connection with the environmental impact associated with operations;</li> <li>• time frames for completion of studies reviews and for reporting on that monitoring;</li> <li>• specific measures to be carried out for the purposes of preventing, controlling or reducing the environmental impact associated with operations;</li> <li>• time frames for completion of those specific measures; and</li> <li>• details of the consultations undertaken in preparing the strategy.</li> </ul>	Section 10
Identification of any proposed Sensitive Developments. (There are no Sensitive Developments proposed in this Master Plan)	n/a
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 1996</i> is proposed <ul style="list-style-type: none"> <li>• the contents of the report of any examination of the area carried out under regulation 6.09 of those Regulations; and</li> <li>• the airport-lessee company's plans for dealing with any soil pollution referred to in the report.</li> </ul>	Section 10
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; and 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.	Section 8.1 and 8.2