

From: § 47F <§ 47F@dcceew.gov.au>
Sent: Monday, 4 May 2026 8:45 AM
To: § 22
Cc: § 47F; ARGENT, Paul; South West ACT and NSW Airports
Subject: Parafield Airport Master Plan - Exposure Draft [SEC=OFFICIAL]

Hi § 22

Thank you for your email dated 8 June 2023 and the opportunity to provide comment on the exposure draft of the Master Plan for Parafield Airport in South Australia.

As DCCEEW has no statutory role in the assessment or approval of Airport Master Plan's we will not be making a comment on the content of the plan.

I understand any future Major Development Plan(s) informed by the Master Plan will be referred under section 160 of the *Environmental Protection and Biodiversity Act 1999* (EPBC Act) for advice on potential impacts to Matters of National Environmental Significance. We will assess each proposal in line with the statutory requirements of the EPBC Act.

DCCEEW provides a free pre-referral service for proponents to discuss proposed actions and their obligations under the EPBC Act. Parafield Airport Limited should contact the SA & NT Assessment Section via EADSAandNTSection@dcceew.gov.au and cc myself if they wish to find out more about the EPBC assessment process or to discuss any particular activities proposed in the Parafield Airport Master Plan.

Regards,

§ 47F

Assistant Director

Nature Positive Regulation | Environmental Assessments West Branch | SA & NT Section
 Kuarna Country, 60 Light Square Adelaide SA 5000
 Department of Climate Change, Energy, the Environment and Water
 M § 47F | E § 47F dcceew.gov.au

DCCEEW.gov.au ABN 63 573 932 849



From: § 22
Sent: Thursday, June 8, 2023 9:41 AM
To: § 47F; § 47F
Cc: § 47F; ARGENT, Paul; South West ACT and NSW Airports
Subject: RE: DCCEEW contact [SEC=OFFICIAL]

OFFICIAL

Hi s 47F and thanks s 47F

We'd be grateful for any feedback DCCEEW has, noting that it's not a requirement under the EPBC Act.

The Department is seeking to have its advice back to Parafield in the week commencing 3 July 2023 and we've asked our stakeholders to provide their comments back by **COB 29 June 2023** via return email to southwestactandnswairports@infrastructure.gov.au. If you are able to make this date it would be appreciated.

In order to access the document, please follow the Secure File Transfer instructions below:

- s 47E
- [REDACTED]
- Click on the following path: LeasedFederalAirports/South West Airport Documents/ Parafield/Exposure Draft Master Plan 2024

Please do not hesitate to contact me should you have any questions.

Kind regards,

s 22

Assistant Director • South West, ACT and NSW Airports & Noise Section

s 22 @infrastructure.gov.au

ps 22

GPO Box 594 Canberra, ACT 2601

Department of Infrastructure, Transport, Regional Development, Communications and the Arts
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*I would like to acknowledge the traditional custodians of this land on which we meet, work and live.
 I recognise and respect their continuing connection to the land, waters and communities.
 I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.*

OFFICIAL

From: s 47F <s 47F dcceew.gov.au>

Sent: Thursday, 8 June 2023 9:52 AM

To: s 47F <s 47F @dcceew.gov.au>; s 22 <s 22 @infrastructure.gov.au>

Cc: s 47F <s 47F @dcceew.gov.au>

Subject: RE: DCCEEW contact [SEC=OFFICIAL]

Thank you s 47F

Hi s 22

Thanks for reaching out, my details are below.

s 22 contacted us in January to let us know the Master plan was being reviewed.

If you want to send it through when ready we would be happy to review it.

Regards,

s 47F

Assistant Director

Nature Positive Regulation | Environmental Assessments West Branch | SA & NT Section
 Kuarna Country, 60 Light Square Adelaide SA 5000
 Department of Climate Change, Energy, the Environment and Water
 M s 47F | E s 47F dcceew.gov.au

DCCEEW.gov.au ABN 63 573 932 849



From: s 47F <s 47F@dcceew.gov.au>
Sent: Thursday, June 8, 2023 9:06 AM
To: s 22 <s 22@infrastructure.gov.au>
Cc: s 47F <s 47F@dcceew.gov.au>
Subject: RE: DCCEEW contact [SEC=OFFICIAL]

Good morning s 22

I hope this email also finds you well.

With regard to your request for a South Australian contact, s 47F (cc'd) of the SA and NT Assessments Team is the person to get in touch with.

Kind regards
 s 47F

s 47F
Assessment Officer

Nature Positive Regulation Division | Environment Assessments NSW and ACT Branch | Canberra and Sydney Assessments
 Nggunawal Country, John Gorton Building, King Edward Terrace, Parkes ACT 2600 Australia
 Department of Climate Change, Energy, the Environment and Water
 E s 47F [@dcceew.gov.au](mailto:dcceew.gov.au)

Acknowledgement of Country

Our department recognises the First Peoples of this nation and their ongoing connection to culture and country. We acknowledge First Nations Peoples as the Traditional Owners, Custodians and Lore Keepers of the world's oldest living culture and pay respects to their Elders past, present and emerging.

From: s 22 <s 22@infrastructure.gov.au>
Sent: Wednesday, June 7, 2023 1:50 PM
To: s 47F <s 47F@dcceew.gov.au>
Subject: DCCEEW contact [SEC=OFFICIAL]

OFFICIAL

Hi s 47F

Hope this email finds you well.

I'm after a contact for your equivalent for SA airports. We have the Parafield Airport exposure draft Master Plan landing shortly and I wanted to provide a copy for information and/or any comments (noting that it not a requirement).

Thanks

s 22

Assistant Director • South West, ACT and NSW Airports & Noise Section

s 22 @infrastructure.gov.au

PS 22

GPO Box 594 Canberra, ACT 2601

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Matters considered by the Airport-Lessee Company when developing their Master Plan

Acronyms

Airservices	Airservices Australia
ANEF	Australian Noise Exposure Forecast
CEMP	Construction Environment Management Plan
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DIT	South Australian Department for Infrastructure and Transport
dMP	draft Master Plan
EMS	Environmental Management System
EPA	Environmental Protection Agency
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999 (Cth)</i>
ES	Environment Strategy
GSP	Gross State Product
ICAO	International Civil Aviation Organisation
MDP	Major Development Plan
OLS	Obstacle Limitation Surface
PAL	Parafield Airport Limited
PANS-OPS	Procedures for Air Navigation Services – Operations Surfaces
pdMP	preliminary draft Master Plan
the Act	<i>Airports Act 1996</i>
the department	the Department of Infrastructure, Transport, Regional Development, Communications and the Arts
the Regulations	Airports Regulations 2024

Airports Act 1996 - contents of draft or final master plan

71(2) In the case of an airport other than a joint-user airport, a draft or final master plan must specify:

(a) the airport-lessee company's development objectives for the airport; and

CRITERION SATISFIED

Section 5.3 of the dMP outlines the development objectives that underpin the overall development plans in the dMP. PAL notes that the objectives will also guide specific future investments in facilities and infrastructure across the airport site. The objectives are:

- Contribute to the economic growth of the Northern Adelaide region.
- Work with pilot training schools, general aviation industry government and the community.
- Embed sustainability in all that we do.
- Protect the safety and security of assets and people.
- Deliver innovative solutions for all airport users.
- Deliver infrastructure to support operations and the commercial viability of the airport.

The department considers the dMP satisfies the requirements of this criterion as it provides development objectives as outlined above.

(b) the airport-lessee company's assessment of future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport; and

CRITERION SATISFIED

Sections 4 through 11 of the dMP specifies PAL's assessment of the future needs for civil aviation users, and other civil users of the airport, for services and facilities relating to the airport.

Section 6 of the dMP outlines the aircraft movement forecasts and the forecasting methods used. The methods that PAL used to forecast aircraft movements included:

- Review of the Australian general aviation context, including national, state and individual airport performance from sources including the Bureau of Infrastructure, Transport and Regional Economics (BITRE), Airservices and AvData (PAL's aeronautical data and billing provider).
- Interviews with the main operators at Parafield Airport.
- Review of factors such as economic growth, population, fuel costs and exchange rates.

PAL notes that many factors that influence forecasts are unpredictable, including diverging views on the future direction and impact of factors such as interest rates, oil prices and population growth. Tables 6-1 and 6-2 further outlines the forecasting methodology.

Parafield Airport is one of the busiest general aviation airports in Australia. There are no Regular Public Transport operations at Parafield Airport. Aircraft movements are dominated by pilot training operators (over 90%), however, there is a range of other general aviation activities that occur, such as aerial agriculture, aerial photography, search and rescue, fire fighting support aircraft and charter services.

In terms of aircraft movements, PAL forecasts the following:

	2019 (pre-COVID)	2022 (actual)	2031	2043	CAGR* 2022-43
Fixed-wing	256,804	209,038	270,898	329,068	2.2%
Helicopter	12,740	10,074	11,902	13,278	1.3%
Total	269,544	219,112	282,800	342,346	2.1%

*CAGR is the compound annual growth rate for total movements over the base year 2022.

Section 6.5.3 of the dMP states that total aircraft movements are forecast to increase by 54% over the 20-year planning period, from 221,728 in 2023 to 342,346 in 2043.

PAL also forecasts the take-up of electric aircraft over the planning period. Pilot training is considered to be a prime candidate of early take-up. **Table 6-4** of the dMP shows that it is estimated that by 2031, 17% of aircraft movements will be undertaken by electric aircraft and 69% in 2043.

Section 8.5 of the dMP discusses the airfield development plan to support aviation forecasts. **Tables 8-1 and 8-2** of the dMP shows the 8-year and 20-year airfield development plans.

Runways

The existing runway system provides sufficient capacity to handle the forecast volumes of air traffic up to and beyond the 20-year planning period. Maintenance-driven developments are proposed to extend the useable life of the runways, including:

- surface spray treatment of runways 03L/21R, 08R/26L and 08L/26R (within the initial 8-year period);
- upgrade of runway lighting for 03L/21R (within the initial 8-year period); and
- re-sealing as required (ongoing through the 20-year planning period).

Taxiways

The existing taxiways provide sufficient capacity for arriving and departing aircraft to handle the forecast volumes of air traffic. Proposed developments are either maintenance driven or provide an opportunity to improve efficiency. Developments noted include:

- sealing of Taxiway A (within the initial 8-year period);
- extension of Taxiway B to the end of Runway 03L/21R (within the 20-year planning period);
- granular re-sheeting or sealing of Taxiway J (within the 20-year planning period); and
- surface spray treatments and re-sealing as required to extend useable life (ongoing through the 20-year planning period).

Run-up bays

Run-up bays are located adjacent to taxiways to enable aircraft engine run-up checks to be undertaken prior to departure. The run-up bays are currently at capacity during peak periods, resulting in aircraft queuing on the aprons. The following upgrades are proposed:

- expansion of run-up bay J (within the initial 8-year period);
- expansion of run-up bay B (within the initial 8-year period);
- construction of a new run-up bay at the end of Taxiway B, primarily to be used as a holding bay but also to be used for run-up when needed (within the 20-year planning period); and
- surface spray treatments and re-sealing as required to extend useable life (ongoing through the 20-year planning period).

Apron and Hangars

PAL notes that any requirement for additional sealed apron parking will most likely be triggered by increases in aircraft traffic from the flying schools. Expansion can be accommodated through expanding the southern apron or in the expanded hangar and apron development area, proposed to be located adjacent to the existing western apron. Forecast uptake of electric aircraft will require electrical services to be provided to the apron areas. The following upgrades are noted within the dMP:

- installation of electrical services for the charging of electric aircraft (within the initial 8-year period);
- expanded hangar and apron development area adjacent to the existing western apron (ongoing through the 20-year planning period); and

- expansion of the southern apron (within the 20-year planning period).

Helicopters

The existing helicopter facilities have sufficient theoretical capacity to meet future demand. However, limitations on operations due to constraints from runway operations has led to consideration of alternative locations for these facilities, including:

- new helipad located between 08R/26L and 03L/21R;
- relocation of helipad west adjacent to Taxiway J;
- maintaining an area between 08R/26L and 03L/21R for helicopter auto rotation and hover training in the short term with consideration to establishment of training areas above non-duty runways towards the 08 and 03 ends of runways;
- potential new helicopter parking and maintenance facilities within the Enterprise Precinct in the long term, adjacent to the proposed new Helipad South; and
- retention of Helipad East for additional capacity.

All of these potential developments are proposed for within the 20-year planning period. PAL notes that any relocation activities will require consideration of airfield design standards, the impacts to other aircraft operations and potential aircraft noise exposure.

Section 10 of the dMP outlines the Ground Transport Plan for Parafield Airport. The plan proposes developments to the internal and external road networks to cater for forecast growth in traffic to and from the airport as well as from precinct developments (refer to the assessment in section 71(3)(ga) for further details).

Section 11 of the dMP discusses the utilities and services to support developments proposed under the dMP, including electricity, water supply, sewerage, stormwater drainage and communications.

The department considers the dMP satisfies the requirements of the criterion. An adequate level of detail has been included for aircraft movements, general aviation and helicopter forecasts. The proposed developments outlined adequately address the forecast needs of civil aviation and other users of the airport.

- (c) the airport-lessee company's intentions 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; and

Regulation 15(2) of the Airports Regulations 2024:

If a matter set out in an airport master plan, in accordance with section 71 of the Act, describes intentions for land use and related development embracing landside aspects, the proposals must (as far as possible) be described in an amount of detail that:

- a) is equivalent to that required by: and
- b) uses 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.

CRITERION SATISFIED

Section 7 of the dMP specifies PAL's intentions for land use and the development of the airport site.

Planning Framework

Section 7.2 of the dMP outlines the planning framework to guide development at Parafield Airport. Parafield Airport is divided into five separate precincts, each with a distinct development intent. To guide development, each precinct is defined by the following:

- Desired Outcomes – describes the purpose and intended use.
- Desired Character – statement expressing how the precinct could look and feel in the future.
- Assessment Criteria – guides development within the precinct.

- Concept Plan – spatial representation of the precincts.
- Categories of Development – guides the types of land uses appropriate to the precincts. Categories of development include:
 - Performance Assessed – Envisaged Development (suitable for of development); and
 - Restricted Development – generally incompatible forms of development.

Section 7.2.2 of the dMP states that for proposed developments located close to the boundary of another precinct, the development intents of the adjoining precinct may be applied. PAL were queried as to what this meant in practical terms. In correspondence of 15 July 2024, PAL clarified that PAL has not undertaken detailed land surveys to definitively define the boundaries of each precinct. Rather, the land use plan has maintained the approximate boundaries reflected in **Figures 7-1 to 7-6** in the dMP. The sentence is included to enable the development of Performance Assessed – Envisaged Developments that are in close proximity to precinct boundaries where the exact precinct boundary is unknown. This provides for the flexible development of sites for both aeronautical and non-aeronautical activities without impacting upon the overarching intent of the precincts.

Precincts

Runways Precinct (see **Section 7.3** of the dMP)

Represents approximately 51% of the total land at the airport. The Runways precinct supports the safe and secure operation, movement and parking of fixed-wing aircraft and helicopters and ancillary activities and services such as navigation aids.

Development within the precinct focuses on aviation needs with ancillary or associated development and support facilities such as infrastructure and utilities. It is noted that there is land within the precinct retained for a possible freight railway spur line, although this appears to be on the border of the Enterprise precinct which is more designed for freight. Consideration will need to be given to ensure that any possible future rail spur line does not infringe upon the safe and efficient runway operations.

A portion of land has also been set aside for a future aviation zone. This zone is intended to accommodate operational activities, aviation-related support industries and related education establishments or academies and associated facilities.

The desired outcomes for the precinct are to provide:

- maintenance of safe and secure aircraft landing, take-off, taxiing and parking activities for both fixed-wing and rotary wing operations;
- accommodation of navigational aids, communications equipment/facilities and meteorological facilities;
- accommodation of aviation-related support industries, operational facilities, training and education and emergency response services;
- retention of aquifer storage and recovery and water harvesting activities in suitable locations;
- accommodation of ground-based transport infrastructure providing connectivity between precincts in a manner that retains safe airport operations; and
- retention of land to accommodate a future freight railway spur line.

Figure 7.2 of the dMP shows the Runways Precinct.

Table 7-2 outlines the envisaged developments, including:

- Aircraft washdown, aircraft operations and parking, air traffic control tower/approach control centre, ancillary development where associated with a listed envisaged development, aquifer storage and recovery/stormwater detention and harvesting, aviation attractions, aviation education establishment or academy, aviation-related support industry, communication facilities, earthworks and engineering works, emergency services facility, emergency staging area, environmental protection works, fixed base

operations, fuel depot, helicopter landing and parking, navigational aid, remotely piloted aircraft services, soil treatment facility where associated with airport operations, temporary uses and structure where associated with a listed envisaged development, utilities and infrastructure, and weather and atmospheric testing facilities.

Table 7-2 of the dMP also notes the restricted developments within the precinct:

- Brand outlet centre and associated support retailing, bulky goods outlet, caravan and tourist park, child care centre, consulting rooms, hotel, tavern and liquor outlet, Industry, motor repair station, office, quick-service restaurant, service trade premises, shop, tourist accommodation, and waste transfer station.

Both the envisaged and restricted developments are consistent with developments in a runways precinct.

Airport Business Precinct

The precinct forms the north-west corner of the airport and represents 16% of the total land at the airport. The precinct has been developed for a range of aviation-related support industries such as aviation student accommodation and compatible community, emergency services and commercial activities. The precinct is divided into three policy areas:

1. Aviation-related activities: This includes hangars, flight schools and academies, aircraft maintenance operations and aviation-related businesses. An additional area to the west is set aside for further expansion of the western apron and aviation support industries.
2. Flight training accommodation: Incorporates accommodation and associated activities such as a simulator centre, cafeteria and office/administration connected to the operation of an aviation academy. Reservation is made for this area to support future business/commercial activities should demand for accommodation no longer be required.
3. Business policy: Incorporates both mixed use business/commercial area. Development of the existing mixed-use area is designed to support activities occurring in the Aviation Related Activities policy area. PAL notes that any development of the western portion of the area will be undertaken in a manner that preserves the future expansion of aviation activities to the west.

The desired outcomes for the precinct are to provide:

- the development of aviation-related support industries which leverage existing and future airside access and facilities;
- a mix of commercial developments which support the viability of the airport and are sited in a manner that does not impact upon the safe operation of the airport; and
- development undertaken in line with the intent of each policy area (as above).

Figure 7.3 of the dMP shows the precinct map along with the three policy areas.

Table 7-3 outlines the envisaged developments for the **Aviation-Related Activities** policy area:

- Accommodation (for students involved in aviation education/training), advertising, air traffic control tower/approach control centre, aircraft apron, aircraft operations and parking, ancillary development where associated with a listed envisaged development, aviation attractions, aviation-related support industry, aviation education establishment or academy, car parking and/or storage, cold storage facility where associated with an aviation activity, consulting room, earthworks and engineering works, fixed base operations, freight and /or distribution centre, fuel depot, office, passenger terminal, remotely piloted aircraft services, shop, store where associated with an aviation activity, temporary uses and structures where associated with a listed envisaged development, and utilities and/or infrastructure.

Table 7-3 of the dMP also notes the restricted developments for the **Aviation-Related Activities** policy area:

- Special industry (defined as an industry where the processes carried on, the methods of manufacture adopted or the particular materials or goods used, produced or stored, are likely to cause or create dust, fumes, vapours, smells, or gases or discharge foul liquid or blood or other substances or impurities liable to become foul), and waste transfer station.

Both the envisaged and restricted developments are consistent with developments in an aviation-related activities zone.

Table 7-3 outlines the envisaged developments for the **Flight Training Accommodation** policy area:

- Animal keeping in the form of short-term dog kennelling occurring within an enclosed managed environment, aviation attractions, accommodation (for students involved in aviation education/training), ancillary development where associated with a listed envisaged development, aviation-related support industry, car parking and/or storage, earthworks and engineering works, office, temporary uses and structures where associated with a listed envisaged development, and utilities and infrastructure.

Table 7-3 of the dMP also notes the restricted developments within the precinct:

- Special industry (defined as an industry where the processes carried on, the methods of manufacture adopted or the particular materials or goods used, produced or stored, are likely to cause or create dust, fumes, vapours, smells, or gases or discharge foul liquid or blood or other substances or impurities liable to become foul), and waste transfer station.

Both the envisaged and restricted developments are consistent with developments in a flight-training accommodation zone.

Table 7-3 outlines the envisaged developments for the **Business** policy area:

- Animal keeping in the form of short-term dog kennelling occurring within an enclosed managed environment, aviation attractions, aviation education establishment or academy, aviation-related support industry, bulky goods outlet, child care centre, cold storage facilities, community facility, conference and function centre, consulting room, data centre, earthworks and engineering works, emergency services facility, freight and/or distribution centre, fuel depot, indoor recreation facility, industry, office, public service depot, quick service restaurant where sharing an interface with Kings Road, recreation area, remotely piloted aircraft services, research and development facility, restaurant, retail fuel outlet, service depot, service trade premises, shop, store, telecommunications and communications facility, temporary uses and structures where associated with a listed envisaged development, tourist accommodation, transport depot, utilities and/or infrastructure, vehicle parking and/or storage, and warehouse.

Table 7-3 of the dMP also notes the restricted developments within the **Business** policy area:

- Special industry (defined as an industry where the processes carried on, the methods of manufacture adopted or the particular materials or goods used, produced or stored, are likely to cause or create dust, fumes, vapours, smells, or gases or discharge foul liquid or blood or other substance or impurities liable to become foul), and waste transfer station.

Both the envisaged and restricted developments are consistent with the desired character of the policy area, namely an area that incorporates both mixed use business/commercial area. PAL notes that any development of the western portion of the area will be undertaken in a manner that preserves the future expansion of aviation activities to the west.

Commercial Precinct

The precinct forms the eastern extent of the airport and represents 11% of the total land at the airport. The precinct has frontage to Kings Road, Main North Road and Elder Smith Road (the major access roads surrounding the airport) and supports a range of commercial, service trade, large-format retailing and associated activities. The focus of the precinct will continue to be the development of retail and commercial offerings. PAL notes that buildings will be sited and designed to avoid impacting airport operations.

The desired outcomes for the precinct are to provide:

- a range of commercial, service trade, large format retail and associated development activities; and
- buildings, through design and siting, that are compatible with the continued safe operation of aircraft and contribute to the enhancement of the precinct's amenity.

Figure 7.4 of the dMP **Figure 7.2** of the dMP shows the Commercial Precinct.

Table 7-4 of the dMP outlines the envisaged developments for the Commercial precinct:

- Advertising, ancillary development where associated with a listed envisaged development, animal keeping in the form of short-term kennelling occurring within an enclosed managed environment, brand outlet centre and associated support retailing, bulky goods outlet, community facility, consulting room, data centre, earthworks and engineering works, emergency services facility, home display and building outlet, indoor recreation facility, motor repair station, office, outdoor recreation and amusements, quick service restaurant, recreation area, retail fuel outlet, restaurant, service trade premises, shop, store, telecommunications and communications facility, temporary uses and structures where associated with a listed envisaged development, tourist accommodation, utilities and/or infrastructure, vehicle parking and/or storage, and warehouse.

Table 7-4 of the dMP also notes the restricted developments within the precinct:

- General industry, road transport terminal, Special industry (defined as an industry where the processes carried on, the methods of manufacture adopted or the particular materials or goods used, produced or stored, are likely to cause or create dust, fumes, vapours, smells, or gases or discharge foul liquid or blood or other substance or impurities liable to become foul), and waste transfer station.

Both the envisaged and restricted developments are consistent with developments in a commercial precinct.

Bennett Precinct

The Bennett Precinct is located to the southern extent of the airport, making up 3% of the airport land. The precinct comprises the vernal pools environmental management zone and this will continue to be a focus for actions associated with the management and interpretation of the area. As such, PAL notes that any developments within this precinct will be of a type and scale that does not detrimentally impacts the environmental management zone or the precinct's relationship to the runway centrelines.

The desired outcomes for the precinct are to provide:

- development compatible with the vernal pools environmental management zone as identified in the Environment Strategy;
- land uses within the precinct that are compatible with the precinct's location in relation to runway centrelines and appropriately consider risk; and
- buildings, through design and siting, that are compatible with the continued safe operation of aircraft and contribute to the enhancement of the precinct's amenity.

Figure 7.5 of the dMP of the dMP shows the Bennett precinct.

Table 7-5 of the dMP outlines the envisaged developments for the Bennett precinct:

- Advertising, ancillary development where associated with a listed envisaged development, recreation area, shop (subject to airport safeguarding considerations), store (subject to airport safeguarding considerations), temporary uses and structures where associated with a listed envisaged development, utilities and/or infrastructure, vehicle parking and/or storage, and warehouse (subject to airport safeguarding considerations).

Table 7-5 of the dMP also notes the restricted developments within the precinct:

- Industry and waste transfer station.

Both the envisaged and restricted developments are consistent with the precinct's outcomes, noting PAL's observance of risk associated with building siting and developments in line with the vernal pools environmental zone and the runway centrelines.

Enterprise Precinct

The Enterprise Precinct is located between Elder Smith Road to the south, the Runways Precinct to the east and north and the railway corridor to the west. The Enterprise Precinct makes up 19% of the airport land. The precinct supports a range of land use including commercial, industrial and logistics activities and is anticipated to also enable the establishment of retail uses as opportunities arise.

The desired outcomes for the precinct are to provide:

- a range of retail, commercial, industrial, warehousing/logistics land uses to make the best use of land, facilities and services;
- buildings, through design and siting, that are compatible with the continued safe operation of aircraft and contribute to the enhancement of the precinct's amenity;
- provide a suitable interface between development within the precinct and the surrounding areas (residential (off-airport), education and future aviation zone); and
- siting of development in a manner that recognises the precinct's proximity to vernal pools management zone.

PAL notes that the exact location of the boundary of the future aviation zone in relation to the precinct is not determined. PAL states that particular attention will be paid to ensuring that land uses and development do not impact upon, or limit, future expansion of aviation operations.

Figure 7.6 of the dMP of the dMP shows the Enterprise precinct.

Table 7-6 of the dMP outlines the envisaged developments for the Enterprise precinct:

- accommodation (for students involved in aviation education/training), advertising, aircraft operations and parking, ancillary development where associated with a listed envisaged development, animal keeping in the form of short-term dog kennelling occurring within an enclosed managed environment, aviation education establishment and academy, aviation-related support industry, bulky goods outlet, child care centre, cold storage facilities, consulting room, data centre, earthworks and engineering works, freight and/or distribution centre, general industry, indoor recreation facility, light industry, motor repair station, navigational aid, office, outdoor recreation and/or amusements, public service depot, quick service restaurant, rail transport terminal and rail lines, remote piloted aircraft services, recreational area, research, innovation and/or incubation facility, restaurant, retail fuel outlet, road transport terminal, runway-related activities/facilities, service depot, service trade premises, shop, store, telecommunications and communications facility, temporary uses and structures where associated with a listed envisaged

development, tourist accommodation, utilities and/or infrastructure, vehicle parking and/or storage, warehouse, weather and atmospheric testing facilities and tertiary education (sensitive development).

Table 7-6 of the dMP also notes the restricted developments within the precinct:

- Special industry (defined as an industry where the processes carried on, the methods of manufacture adopted or the particular materials or goods used, produced or stored, are likely to cause or create dust, fumes, vapours, smells, or gases or discharge foul liquid or blood or other substance or impurities liable to become foul), and waste transfer station.

Both the envisaged and restricted developments are consistent with the precinct's outcomes, noting the precinct's interface with other precincts on the airport site.

Consistency with land use planning, zoning and development legislation in force in the State or Territory in which the airport is located (Regulation 15(2) assessment).

Section 4.3 of the dMP discusses the overall land planning framework against the South Australian planning framework. PAL notes that while state land use planning policies do not apply to Commonwealth land, the dMP, where possible, describes proposals for land use planning and zoning in a format consistent with South Australian planning. PAL states that consideration has been given to the following state planning policies:

- *Planning, Development and Infrastructure Act (SA) 2016;*
- Planning, Development and Infrastructure (General) Regulations 2017;
- SA state planning policies;
- 30-year Plan for Greater Adelaide;
- Planning and Design Code;
- relevant state strategies and legislation; and
- relevant local government strategic documents.

Figure 4-2 of the dMP provides a comparison between the Commonwealth planning framework for airports and the South Australian planning system.

Section 4.3.1.3 of the dMP discusses the regional plans that affect the airport and notes that a number of overlays are utilised under the Planning and Design Code around:

- airport building heights;
- aircraft noise exposure overlay; and
- building near airfields overlay.

Section 7.8 and 7.9 of the dMP discusses the alignment of land use on the airport with surrounding land uses and consistency with State and Local Planning frameworks.

PAL states that there have been limited changes to the zoning or nature of land uses surrounding the airport since 2017. Primary land uses occurring on land within the proximity of the airport are industrial, commercial, residential, recreational and educational, with uses occurring on land held across a range of employment, neighbourhood and recreational type zones.

Land to the immediate north-east and south-east, adjoining the Runways, Commercial and Bennett's precincts within the dMP, is zoned for strategic employment and employments and industrial and commercial purposes. There is also a large area of vacant land to the immediate north-east of the airport which is within a retail activity centre subzone. Land to the south of the airport, adjoining the Enterprise Precinct, accommodates the Mawson Lakes golf course, the University of South Australia and the Mawson Lakes City Centre.

The remaining land uses surrounding the airport is primarily zones General Neighbourhood, Urban Neighbourhood and Housing Diversity Neighbourhood (residential zones).

PAL states that land uses listed in the categories of development tables 7.2 to 7.6 are based on the definitions contained in the Planning and Design Code, with additional uses included that specific to Parafield Airport, such as aviation-related industry.

Department's assessment

The department considers that the dMP provides sufficient information on the airport-lessee company's intentions for land use and related developments in terms of:

- consistency with the designated precinct character along with consistency between aviation and non-aviation related uses; and
- consistency with state and local government planning frameworks.

The department considers the dMP satisfies the requirements of the criterion.

(d) an Australian Noise Exposure Forecast (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport; and

CRITERION SATISFIED

Figure 13.16 of the dMP shows the ANEF contours, endorsed by Airservices on 14 December 2023, for the areas surrounding the airport.

Section 13.6 of the dMP discusses the noise modelling used to inform the ANEF. The ANEF for the dMP was carried out using the Aviation Environment Design Tool (AEDT), an internationally recognised, computer-based noise simulation software. The AEDT software calculates contours from an analysis of the contribution that defined aircraft and their operations have on the overall noise emissions from the airport.

The 2017 Master Plan used a different modelling tool – the Integrated Noise Model (INM). While the modelling remains similar between AEDT and INM, AEDT improves the accuracy of noise modelling through updated aircraft performance and noise data. As a result, the ANEF contours differ slightly between INM and AEDT.

The modelling looked at 2022 actual movements (what is termed an Australian Noise Exposure Index) and a 2043 forecast (ANEF). A 20-year ANEF has been used which is considered standard ANEF forecasting.

Flight movements, as specified in Section 6 of the dMP, along with updated aircraft mix, flight paths and runway usage were all used to model the ANEF. Table 13-4 of the dMP shows the runway direction usage at the airport, while Table 13-5 of the dMP shows the 2043 forecast movements by aircraft type.

Section 13.7.3 of the dMP discusses the limitations of the ANEF system for communicating aircraft noise exposure and, as recommended by the National Airport Safeguarding Framework, Number Above modelling has also been included in the dMP. Both N60 (100 average daily events above 60 dBA) and N70 (100 average daily events above 70 dBA) are included at Figures 13.17 and 13.8 of the dMP.

Section 13.7.4 of the dMP discusses the changes between the 2043 ANEF and the previous 2037 ANEF, included in the 2017 Master Plan. In general terms, the 2043 contours have retracted slightly to the north and south and extended to the east and west. These changes have been attributed to:

- use of new modelling software in the form of the AEDT;
- improvements in baseline data on current operations and forecast assumptions;
- runway use allocation;
- aircraft types and number of movements of each aircraft type;
- future location of the helipad;

- slight reduction in the forecast number of aircraft operating at the airport over the 20-year period (in comparison to the 2037 ANEF);
- different noise profile for the Diamond DA40 aircraft that flies a large portion of operations;
- use of calibrated operational profiles; and
- improved dispersion of aircraft traffic noise across the flight track.

Section 13.5 of the dMP discusses the ANEF in relation to AS2021:2015 (Acoustics – Aircraft Noise Intrusion – Building, Siting and Construction) for land use planning within, and for areas surrounding the airport. Table 13-3 of the dMP has the AS2021:2015 Table of Building Site Acceptability Based on ANEF Zones.

BUILDING TYPE	ACCEPTABLE	CONDITIONALLY ACCEPTABLE	UNACCEPTABLE
House, home unit, flat Caravan Park	Less than 20 ANEF (Note 1)	20 to 25 ANEF (Note 2)	Greater than 25 ANEF
Hotel, motel, hostel	Less than 25 ANEF	25-30 ANEF	Greater than 30 ANEF
School, university	Less than 20 ANEF (Note 1)	20 to 25 ANEF (Note 2)	Greater than 25 ANEF
Hospital, nursing home	Less than 20 ANEF (Note 1)	20-25 ANEF	Greater than 25 ANEF
Public building	Less than 20 ANEF (Note 1)	20-30 ANEF	Greater than 30 ANEF
Commercial building	Less than 25 ANEF	25-35 ANEF	Greater than 35 ANEF
Light Industrial	Less than 30 ANEF	30-40 ANEF	Greater than 40 ANEF
Other Industrial	Acceptable in all ANEF zones		

Table 13-3: AS2021 Table of Building Site Acceptability Based on ANEF Zone

Section 13.7.4 discusses the buildings within ANEF contour zones. While PAL states that there are no residential dwellings within the 2043 ANEF 30 or 35 contours, the 2043 ANEF does show residential dwellings within the 20 to 25 ANEF (which is conditionally acceptable when noise abatement measures such as double-glazing of windows to reduce noise levels below 50 dBA indoors). It should be noted however, that contours are used for land planning for future developments rather than existing developments.

The Number Above contours 2043 Forecast map at Figure 13.18 shows an expansion to both the 100 average daily events above 60 decibels and the 100 average daily events above 70 decibels.

This expands these two contours within existing residential areas. While the Act does not refer to N60 or N70 contours in terms of Master Plan assessment, the base effect is that more people will be affected by aircraft noise in 2043 as opposed to 2022. This appears to be a direct effect of the increase in aircraft movements, forecast in Section 6 of the dMP.

Discussion of aircraft noise mitigation measures, please refer to the assessment in section 71(3)(e) below.

The department considers the dMP satisfies the requirements of this criterion.

(da) flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport; and

CRITERION SATISFIED

Section 13 of the dMP provides the flight paths for the following movements at Parafield Airport:

- Figure 13.1 of the dMP shows arrival flight paths for runway direction 03;
- Figure 13.2 of the dMP shows arrival flight paths for runway direction 21;
- Figure 13.3 of the dMP shows arrival flight paths for runway direction 08;
- Figure 13.4 of the dMP shows arrival flight paths for runway direction 26;
- Figure 13.5 of the dMP shows departure flight paths for runway direction 03;
- Figure 13.6 of the dMP shows departure flight paths for runway direction 21;
- Figure 13.7 of the dMP shows departure flight paths for runway direction 08;
- Figure 13.8 of the dMP shows departure flight paths for runway direction 26;
- Figure 13.9 of the dMP shows helicopter flight paths and circuit paths;
- Figure 13.10 of the dMP shows circuit flight paths for runway direction 03;
- Figure 13.11 of the dMP shows circuit flight paths for runway direction 21;
- Figure 13.12 of the dMP shows circuit flight paths for runway direction 08; and
- Figure 13.13 of the dMP shows circuit flight paths for runway direction 26.

The department considers the dMP to have satisfied the requirements of this criterion.

- (e) the airport-lessee company's plans, developed following consultations with airlines that use the airport and local government bodies in the vicinity of the airport, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels; and

CRITERION SATISFIED

Section 5 of the Act defines significant ANEF levels as a noise above the 30 ANEF level. Section 13.7.4 of the dMP discusses the dwellings within each of the ANEF 2043 contours:

- no residential dwellings located within the 30-35 contours;
- the 35 contour is within the airport site;
- the majority of the 30 contour is within the airport site and includes general aviation hangars, the Parafield Airport Heritage Centre, District Outlet Centre, HomeCo Commercial centre, Parafield Service Centre and the Rivergum Homes Display Village;
- there are three small areas that fall outside of the airport that are within the 30 contour:
 - an area to the north, including a section of Kings Road, vacant/undeveloped land, a mechanic workshop and a dog day care centre;
 - an area to the east, including a portion of Main North Road and commercial facilities for a petrol station, storage units, automotive wreckers and parts suppliers and equipment sales; and
 - an area to the south, incorporating a section of Elder Smith Road and one hectare of the Mawson Lakes Golf Course.

Page 24 of the Supplementary Report (Volume 1) shows a comparison of residential dwelling locations between the 2037 and 2043 ANEF:

ANEF RANGE	NUMBER OF RESIDENTIAL DWELLINGS	
	2037 ANEF	2043 ANEF
ANEF 20-25	5148	4354
ANEF 25-30	371	231
ANEF 30-35	0	0
ANEF 30-35	0	0

As shown above and at **Table 13-3** of the dMP, the AS2021:2015 Table of Building Site Acceptability Base on ANEF Zones specifies that commercial buildings are conditionally acceptable within the 25-35 ANEF contour, light industrial is conditionally acceptable with the 30-40 ANEF contour and other industrial uses are acceptable in all ANEF contours.

Section 13.3.3 of the dMP discusses aircraft noise mitigation at the airport. PAL states that there are a broad range of programs in place to manage aircraft noise at the airport, including:

The Fly Neighbourly Program: A voluntary code of conduct established between PAL and aircraft operators. All flight training providers located at the airport have adopted the voluntary code. The program's operating procedures are, when safe to do so and/or under direction from Air Traffic Control, aircraft operators are to:

- climb to operating heights as soon as possible;
- maintain operating height;
- reduce engine power as soon as possible;
- follow the promulgated flight paths;
- avoid residential areas if and where practicable;
- do not fly wide circuits – keep as narrow as possible; and
- use low-powered descent approaches from the training area to reduce noise.

Aircraft that operate outside of the program are typically returning training flights, private operators, airwork and occasional movements from SA Rescue Helicopter Services.

The program is periodically reviewed by the Parafield Airport Technical Working Group.

Noise Abatement Procedures

Noise abatement procedures are implemented by Airservices and include preferred runway use and preferred flight paths. Circuit training operations, such as those at the airport, are currently permitted and follow the permitted circuit operational hours at **Table 13-2** of the dMP.

DAY	TIME
Monday to Friday	7.00 am to 11.00 pm. It has been agreed that circuit training will, where possible, cease by 10.00 pm on weekdays, subject to operational requirements.
Saturday	7.00 am to 9.00 pm
Sunday	8.30 am to 9.00 pm (implemented mid-2011, previously 8.00 am)
Christmas Day	No circuit training
New Year's Day	No circuit training (implemented mid-2011)
Anzac Day	No circuit training before 9.00 am (implemented April 2013)
Remembrance Day	Avoid operations where possible over the Salisbury RSL between 10.55 am to 11.05 am (implemented August 2016)

Table 13-2: Permitted Circuit Operations Hours (May 2024)

Noise abatement procedures at the airport also set out the preferred runway use during specific periods of the day:

- outside of traffic control hours, the preferred runway is 03L/21R (north-south), depending on prevailing wind conditions.
- for circuit operations outside of daylight hours, circuits from runway 03L/21R are conducted to the west of the airport (left-hand circuits from runway 03L and right-hand circuits from runway 21R).

Consultation with local communities

PAL engages with the local communities surrounding the airport through the Parafield Airport Consultative Committee (PACC). PACC is a forum including representatives from PAL, Airservices, CASA, flight-training operators, state and local government representatives, the department and community representatives.

Consultation with Commonwealth, State and Local Governments

As mentioned above, Commonwealth, state and local government representatives participate in the PACC. This is augmented through additional Planning and Coordination Forum (PCF) meetings. The PCF meetings consider off airport land use planning, including development suitability, aircraft noise and airspace protection.

PAL also notes that in 2021, the state government introduced the Aircraft Noise Exposure Overlay within the Planning and Design Code, including spatial representation of the ANEF zones. This has resulted in the implementation of policy which specifically addresses development of noise sensitive developments on land surrounding the airport that is subject to the ANEF 30 contour.

Consultation with aircraft operators and Airservices

PAL states that it holds regular consultative meetings with aircraft operators and Airservices to review the operation and efficiency of the airport and airfield infrastructure and aircraft noise improvements. Along with attendance at the PACC, aircraft operators and Airservices attend the Technical Working Group meetings and reports on aircraft noise complaints and any investigations associated with the complaints.

Noise monitoring is undertaken by Airservices at airports across Australia to provide accurate information to the community and the airports.

Investing in airport infrastructure

PAL's continuing vision is to develop the airport as an aviation training centre of excellence and economic hub. PAL states that it has continued to develop aviation facilities at the airport that support efficient operations, including an Engine Ground Running Procedure and Guideline for the ground running (testing) of aircraft engines.

Supporting Quieter Aircraft Technology

In line with ICAO's Balanced Approach to Aircraft Noise Management – Reduction of noise at source, PAL comments that technological advancements in aircraft technology have made aircraft more fuel efficient, reduced air pollution and reduced noise emissions over the past 30 years. PAL anticipates that this trend will continue with the future introduction of electric aircraft. PAL will continue to consult with industry and operators with a mutual goal to encourage the uptake of quieter aircraft technology.

The department considers the dMP adequately addresses PAL's plans for the management of aircraft noise intrusion for areas subject to above the 30 ANEF level, and is satisfied that these plans have been developed in consultation with air operators, Airservices, and state and local governments.

(f) the airport-lessee company's assessment of environmental issues that might reasonably be expected to be associated with implementation of the plan; and

CRITERION SATISFIED

Section 14 of the dMP is an Environment Strategy that addresses the expected environmental issues within the implementation of the Plan, including Environment Strategy Requirements, Environment Management Framework and Environmental Action Plans, covering:

- Energy and Climate Change
- Water Resources
- Stormwater and Aquatic Ecology
- Soil and Groundwater
- Ground-based Noise
- Local Air Quality
- Waste Management
- And Land and Heritage Management

The department considers the dMP satisfies the requirements of this criterion.

(g) the airport-lessee company's plans for dealing with the environmental issues mentioned in paragraph (f) (including plans for ameliorating or preventing environmental impacts); and

CRITERION SATISFIED

The following plans have been incorporated into the Environment Strategy, dealing with the issues mentioned above:

- Environmental action plan framework
- Energy and climate change 8-Year Action Plan
- Water resources 8-Year Action Plan
- Stormwater and aquatic ecology 8-Year Action Plan
- Soil and groundwater 8-Year Action Plan
- Ground-based noise 8-Year Action Plan
- Local air quality 8-Year Action Plan

The department considers the dMP satisfies the requirements of this criterion.

(ga) in relation to the initial period (see subsection (3A)) of the master plan – a plan for a ground transport system on the landside of the airport that details:

- i. a road network plan; and
- ii. the facilities for moving people (employees, passengers and other airport users) and freight at the airport; and
- 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; and
- iv. the arrangements for working with the State or local authorities or other bodies responsible for the road network and the public transport system; and
- 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; and

CRITERION SATISFIED

Section 10 of the dMP discusses the Ground Transport Plan for the airport.

i. Road Network Plan

Section 10.6 of the dMP lists the key considerations for the Ground Transport Plan, including:

- effective, safe, sustainable and efficient connectivity for all users of the airport;

- catering for existing and planned aviation and commercial developments and associated employment and visitor traffic;
- achieve appropriate level of service during peak periods, based on performance measures such as degree of saturation of movements at intersections, queue lengths and delays;
- maintain over-dimensional (heavy vehicle) access to facilitate development and growth within the airport;
- segregate, as much as practicable, commercial and domestic vehicles;
- provide access alternatives;
- maximise the efficient use of existing infrastructure;
- cost effective infrastructure investment;
- development of flexible and adaptable infrastructure to cater for future technologies and innovations;
- provide a safe and accessible active transport network within the airport, connecting to the wider active transport network and public transport;
- minimise impacts to surrounding areas through design; and
- preserve the nature and function of the road network.

These considerations, along with modelling forecasts and precinct development plans, form the foundation of the Ground Transport Plan.

Figure 10.3 of the dMP shows the existing and forecast daily vehicle movements at the airport. Modelling suggests that there will be an increase of daily movements from 29,000 in 2023 to 39,000 in 2031 and to 66,000 in 2043. PAL states, in **Section 10.8.1** of the dMP, that this increase is driven primarily from further commercial development at the airport and as such, are indicative due to the dependency upon development at the airport.

Figure 10.5 and **Figure 10.6** also illustrate the proposed road network plan for the initial 8-year and ultimate 20-year periods of the master plan.

ii. the facilities for moving people (employees, passengers and other airport users) and freight at the airport

Figure 10.1 of the dMP shows the existing external road and rail network surrounding the airport while **Figure 10.2** of the dMP provides the wider metropolitan Adelaide road context.

The majority of access to the airport is by private motor vehicle. While PAL supports opportunities for an increase in public and active transport, it acknowledges that private motor vehicles will continue to make up the highest share of expected modes of access.

A rail line for both passengers and freight is on the western side of the airport. The freight rail line provides for the majority of freight opportunities for the airport although the existing external road network does support larger road transport vehicles. Public transport to the airport is primarily provided by passenger rail services and bus services.

Section 10.10 of the dMP notes that a future freight railway spur link may be considered for the Enterprise Precinct during the ultimate planning period to provide additional opportunities for the movement of freight and products into, or out of, the airport, as illustrated in **Figure 10-6**.

Car Parking

Section 10.13 of the dMP discusses car parking at the airport and is described through precincts. There are two precincts that currently provide car parking – the Airport Business Precinct and the Commercial Precinct.

Vehicle parking within the Airport Business Precinct is provided within most individual businesses and commercial sites. Kerbside parking is also provided along Anderson Drive and Kitty Hawk Lane. Demand for parking from aviation staff and business customers has grown and PAL expects additional car parking facilities will be anticipated to be required in the short to medium term.

The Commercial Precinct requires a high degree of formalised parking and is provided within existing retail and commercial developments. The internal road network within the precinct does not permit kerbside parking to ensure clear and safe two-way traffic flows. Additional carparking will continue to be required for new developments.

Active Travel

Section 10.12 of the dMP discusses the provision of active travel at the airport. PAL notes there are series of cycling and shared paths (bicycle and pedestrian) within, around and connecting the airport site. Cycleways consist of off-road shared paths and on-road bicycle paths. There are on-road bicycle lanes in both directions along Main North Road and Elder Smith Road and an off-road shared path along the western boundary of the airport and a portion of the northern boundary to Dakota Drive.

Figure 10.8 of the dMP shows the existing and potential future cycleways and shared paths.

Future opportunities for active travel, noted by PAL, include:

- extension of the off-road shared path along the northern boundary;
- extension of the path adjacent to the Main North Road; and
- off-road shared path within the Bennett Precinct.

The primary pedestrian network servicing the airport is focused on the developed areas of the Airport Business and Commercial precincts. Proposed walkways, as shown in **Figure 10.8** of the dMP, aim to improve connectivity to other existing or proposed paths. For the Commercial precinct, proposed paths will be extended in line with future developments. For yet to be developed precincts, walkways and connectivity will be key considerations for precinct planning and development.

- 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

Figure 10.4 shows Parafield Airport's internal road network and access points to the external state and local government road networks.

The airport has three major arterial roads bordering the southern, eastern and northern sides, these being Elder Smith Road to the south, Main North Road to the east and Kings Road to the north. Signalised access to the airport from the external road network occurs at Main North Road/Kesters Road on the eastern side of the airport and Kings Road/Horrie Miller Avenue and Kings Road/Dakota Drive on the northern side of the airport. Unsignalised access on the eastern side occurs at Main North Road/Freda Thompson Place and on the northern side at Kings Road/Lawrence Hargrave Way, Kings Road/Anderson Drive and Kings Road/Lockhead Lane.

As mentioned, the rail line is located adjacent to the airport's western boundary, while bus services pass along the southern and eastern boundaries of the airport. **Figure 10.7** of the dMP shows the bus and rail routes that service 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

Section 10.3 of the dMP discusses the state and local government agencies that PAL engages with directly to ensure that the future needs of the airport, in terms of ground transport, are met and are reflected in strategic network planning more broadly.

PAL lists the agencies involved in ground transport planning around the airport as:

- South Australian Department for Infrastructure and Transport;

- South Australian Public Transport Authority;
- The City of Salisbury; and
- the Commonwealth.

These agencies are directly engaged along with other consultative methods such as the Planning and Coordination Forum meetings held at the airport.

In terms of specific arrangements; PAL notes:

- A 2020 agreement between the SA state government and PAL that sets out the principles and a framework for ground transport infrastructure works within, at the airport boundary, and outside of the airport boundary. The agreement ensures that ease of access to and from the airport is provided as growth in aviation activity and commercial activity is realised.
- A 2006 agreement between the SA state government and PAL for the future signalisation of the existing Elder Smith Road intersection should traffic volumes to and from the Enterprise Precinct trigger the requirement. It should be noted that the existing intersection does not include access to the airport, rather it is a place holder for future access to the precinct.

Apart from the above specific arrangements, PAL notes that the ground transport plan and strategy also takes into account the 30-year plan for Greater Adelaide, the 20-year state infrastructure strategy and the joint Commonwealth and SA government funding of the North-South corridor.

- v. the capacity of the ground transport system at the airport to support operations and other activities at the airport

PAL's ground transport plan is precinct based that discusses precinct capacity and future developments.

Runways Precinct

Not applicable.

*Airport Business Precinct (refer to **Section 10.9.3.1** of the dMP)*

The precinct is access via the signalised Kings Road/Dakota Drive and the unsignalised Kings Road/Anderson Drive. These intersections provide connection to an internal grid of roads comprising Anderson Drive, Kitty Hawk Lane, Dakota Drive, Lockheed Lane, Mollison Road, Tiger Moth Lane and Butler Avenue. There is no formal access to the undeveloped section on the western side of the precinct.

The capacity for the abovementioned external access points and internal roads are suited to existing and future traffic loads. Access to the western section of the precinct is proposed via a new intersection with Kings Road.

*Commercial Precinct (refer to **Section 10.9.3.2** of the dMP)*

Access to the precinct is via frontage to Main North Road and Kings Road via both signalised and unsignalised intersections. The internal road network is designed to provide customer access to carparking areas at the front of commercial facilities with back-of-house operations and deliveries to the rear, creating separation between heavy and light vehicles. There is sufficient capacity within the internal and external road network.

*Enterprise Precinct (refer to **Section 10.9.3.3** of the dMP)*

The precinct is largely undeveloped but an access point is provided from Elder Smith Road.

*Bennett Precinct (refer to **Section 10.9.3.4** of the dMP)*

Service access only is provided by a left in, left out only road on Elder Smith Road with informal access available from Main North Road.

- 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

Tables 10-1 and 10-2 of the dMP show the proposed developments for ground transport for both the initial 8-year period and the 20-year planning period. These developments are linked to precinct developments. The existing capacity of both the internal and external roads at the airport site will be increased as developments occur.

The department considers the dMP satisfies the requirements of this criterion.

(gb) in relation to the initial period (see subsection (3A)) of the master plan – detailed 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; and

CRITERION SATISFIED

Section 9 of the dMP discusses commercial development on the airport site. Table 9-2 of the dMP notes the following commercial and other developments not related to airport services for the initial period (initial 8-year period):

Airport Business Precinct: Childcare Centre, commencement of land adjacent to the railway line to a total of 10,000 square metres.

Enterprise Precinct: Two large industrial developments and a smaller commercial development to a total of 50,500 square metres.

Commercial Precinct: Expansion of existing bulky goods and large format retail developments and a retail fuel outlet to a total of 40,400 square metres

The department considers the dMP satisfies the requirements of this criterion.

(gc) in relation to the initial period (see subsection (3A)) of the master plan – the likely effect 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; and

CRITERION SATISFIED

Section 3 of the dMP discusses the significance of the airport to the local and state economy as well as the social benefits the airport has. PAL states that its core activities include general aviation, pilot and aviation training, maintenance services and commercial, retail and industrial estates.

Section 3.2.2 looks at the economic contribution that the airport has on the local region and broader state, through the delivery of its core activities. The modelling was provided by Hudson Howells and is based on information provided by various businesses at the airport as well as economic forecasting.

In 2022, Parafield Airport is estimated to have contributed \$354.8 million, equivalent to 0.3 per cent of GSP, to the South Australian economy. This is comparable to the economic modelling in the 2017 Master Plan where the airport provided an equivalent of 0.26 per cent of GSP. In 2022, the airport directly employed 1,249 people both on and off airport. PAL reports that this employment level supports a gross operating surplus of \$41.8 million, giving a total contribution to GSP directly of \$150 million.

PAL notes that there is an induced or multiplier contribution through the direct and indirect expenditure by employees spending their incomes on consumer goods and services. This induced effect has been modelled as contributing to:

- support for 1,670 jobs and Gross Regional Product in the Northern Adelaide Region of \$216.9 million; and
- support for 2,570 jobs and GSP of \$354.8 million to the broader South Australian economy.

Table 3-2 of the dMP shows the forecast employment growth for the initial 8-year period and the 20-year planning period:

	2022	2031	2043
Direct on-airport employment	970	1,371	2,805
Direct off-airport employment	279	393	537
Induced airport employment	1,321	1,864	3,536
Total Airport Employment	2,570	3,627	6,878

As mentioned above, PAL states that there have been limited changes to the zoning or nature of land uses surrounding the airport since 2017. Primary land uses occurring on land within the proximity of the airport are industrial, commercial, residential, recreational and educational, with uses occurring on land held across a range of employment, neighbourhood and recreational type zones.

Land to the immediate north-east and south-east, adjoining the Runways, Commercial and Bennett's precincts within the dMP, is zoned for strategic employment and employments and industrial and commercial purposes. There is also a large area of vacant land to the immediate north-east of the airport which is within a retail activity centre subzone. Land to the south of the airport, adjoining the Enterprise Precinct, accommodates the Mawson Lakes golf course, the University of South Australia and the Mawson Lakes City Centre. The remaining land uses surrounding the airport is primarily zones General Neighbourhood, Urban Neighbourhood and Housing Diversity Neighbourhood (residential zones).

The department considers the dMP satisfies the requirements of this criterion.

(h) in relation to the initial period (see subsection (3A)) of the master plan--an environment strategy that details:

- i. the airport-lessee company's objectives for the environmental management of the airport; and

Regulation 17(2) of the Airports Regulations 2024 (the Regulations) states that in specifying, under subparagraph 71(2)(h)(i) or (3)(h)(i) of the Act, the airport-lessee company's objectives for the environmental management of the airport, the draft or final master plan must address the company's policies and targets for:

- (a) continuous improvement in the environmental consequences of activities at the airport; and
- (b) progressive reduction in extant pollution at the airport; and
- (c) development and adoption of a comprehensive environmental management system for the airport that maintains consistency with relevant Australian and international standards; and
- (d) identification, and conservation, by the airport-lessee company and other operators of undertakings at the airport, of objects and matters at the airport that have natural, indigenous or heritage value; and
- (e) involvement of the local community and airport users in development of any future strategy; and
- (f) dissemination of the strategy to sub-lessees, licensees, other airport users and the local community.

CRITERION SATISFIED

Section 14 of the dMP provides the ES for the Master Plan. Section 14.7 of the dMP provides the objectives for the long-term operation and development of the airport, which align with the overarching vision in PAL's Environment Policy.

The ES covers ground-based environmental aspects associated with the operation of the airport, all of which have specific objectives, categorised into immediate, short-term and long-term objectives:

- Energy and climate change;
- Water resources;
- Stormwater and aquatic ecology;
- Soil and groundwater;
- Ground based noise;
- Local air quality;
- Waste Management; and
- Land and Heritage Management.

Regulation 17(2)

(a) continuous improvement in the environmental consequences of activities at the airport

Section 14.6.3 of the dMP stipulates that the EMS is central to PAL's Environmental Management Framework. The EMS conforms to the requirements of International Standard ISO14001:2015 and provides a structure for planning, implementing, monitoring, reporting and reviewing environmental management at the airport. The EMS comprises four key areas which ensure a continuous improvement approach to environmental performance:

- policy and planning;
- implementation and operation;
- checking and monitoring; and
- reporting and review.

(b) progressive reduction in extant pollution at the airport

Section 14.10.2 of the dMP states that, in order to mitigate the impacts extant pollution at the airport, PAL requires interceptors be installed at the discharge point for all new developments with the potential to generate pollutant loads. High-risk tenants are also regularly inspected to check their compliance with hazardous substances storages and other potentially polluting activities.

The Airport Emergency Plan is intended to inform how spill responses and clean ups are conducted so as to minimise environmental impacts from fuel incidents. Tenants are inspected for conformance to PAL's Aircraft Washing Guidelines, Stormwater Quality Management and Improvement Plan and to ensure that they are also mitigating sources of pollution that have originated from airport operations.

Section 14.13 notes that, as part of its Carbon Management Plan, PAL engages with flight training schools and Airservices to explore opportunities for airfield and aviation efficiency resulting in reduced fuel burn and therefore, reduced emissions.

(c) development and adoption of a comprehensive environmental management system for the airport that maintains consistency with relevant Australian and international standards

As mentioned above, **Section 14.6.3** provides the EMS which is central to PAL's Environmental Management Framework. The EMS conforms to the requirements of International Standard ISO14001:2015 and provides a structure for planning, implementing, monitoring, reporting and reviewing environmental management at the airport. The EMS comprises four key areas which ensure a continuous improvement approach to environmental performance:

- policy and planning;

- implementation and operation;
- checking and monitoring; and
- reporting and review.

(d) identification, and conservation, by the airport-lessee company and other operators of undertakings at the airport, of objects and matters at the airport that have natural, indigenous or heritage value

Section 14.15.1.1 discusses biodiversity and conservation. An ecological assessment of the airport was undertaken in 2023, with reference to the ecological value of flora and fauna present at the airport. The assessment included a desktop assessment using publicly available search tools to identify Matters of National Significance under the EPBC Act. The assessment identified that there are currently no threatened ecological communities or species listed under the EPBC Act identified on the airport site. PAL has referenced the management plan in place for the Vernal Pools in the dMP. The Parafield Airport Land Management Plan considers weed control and also firebreaks.

Section 14.15.1.2 discusses Aboriginal Cultural Heritage. Ethnographic records point to a rich and varied history of occupation by the Kaurna people across the Adelaide region. Large areas of the airport have been surveyed in previous years and from which three reported sites have been recorded on the South Australian Government's Register of Aboriginal Sites and Objects. Two sites within the Bennett Precinct are known to contain stone artefact scatters and one additional site is located in the southern portion of the Airport Business Precinct, which was historically reported as a possible stone artefact scatter.

Section 14.15.2.3 of the dMP notes that the South Australian *Aboriginal Heritage Act 1988* protects all Aboriginal sites, objects and ancestral remains throughout the state and approval from the Minister responsible for Aboriginal Affairs and Reconciliation prior to any action that could damage, disturb or interfere with an Aboriginal site. PAL requires CEMPs to include measures to minimise impacts arising from activities on sites, objects and remains of cultural heritage significance. PAL staff undertake regular site inspections to ensure that any construction activities are complying with the CEMPs.

A Community Engagement Framework has been developed for the airport and includes actions to build relationships with the Kaurna people and other First Nations Peoples. PAL also commenced a Reflect Action Plan in 2023, with the development of a Reconciliation Action Plan guided by First Nations Peoples.

Section 14.15.1.3 discussed the built heritage of the airport site and notes that the Parafield Airport Air Traffic Control Tower, owned and occupied by Airservices, was added to the Commonwealth Heritage List in 2016. Several hangars on the site, while not heritage listed, were built in the late 1920s, 30s and 40s.

Section 14.15.2.4 of the dMP notes that, as a result of the listing of the Parafield Air Traffic Control Tower on the Commonwealth Heritage Register in 2016, PAL identifies the tower in its Heritage Management Strategy. The hangars mentioned above along with other buildings are also recognised in the Heritage Management Strategy for their contribution to the heritage of the airport site. PAL's building approval process provides the mechanism for development control and triggers any relevant management actions relating to built heritage.

(e) involvement of the local community and airport users in development of any future strategy

A Community Engagement Framework was developed for the airport in 2020. The framework takes a proactive 'open door' approach that is pursued through a variety of activities such as: facilitating the Parafield Airport Consultative Committee and Planning Coordination forum; and attending and speaking at numerous stakeholders, service group and community forums.

An example of the involvement of the local community and airport users in the development of future strategy is through the Vernal Pools Management Plan. The Vernal Pools Management Plan notes that due to its proximity to local residents and educational organisations, this unique feature offers a valuable natural asset for community involvement to interpret and learn from. A better understanding of the pools gained through community

involvement should encourage stewardship and ensure the longevity of the Parafield vernal pools. This wider understanding is achieved through:

- engagement with local universities to explore opportunities for further research;
- investigation of options to integrate with regional biodiversity programs in the Mount Lofty Ranges region; and
- development of interpretation of the site.

PAL also has a social investment program that support charities, community events and other not-for-profit organisations forming partnerships across various sectors including aviation, business and community development.

(f) dissemination of the strategy to sub-lessees, licensees, other airport users and the local community

Section 5.4.4.2 of the dMP notes that the pdMP was made available for public comment for a period of 60 business days. Access to the pdMP for public comment was advised and provided through:

- publishing a newspaper notice inviting members of the public to provide written comments;
- making copies of the dMP available for inspection and purchase at both Parafield and Adelaide airports;
- providing an electronic copy for viewing and download on the Parafield Airport website; and
- making copies available for inspection at surrounding local government authorities.

PAL advised the following people of its intention to give the Commonwealth Minister a dMP: South Australian Minister with responsibility for town planning or use of land; and each local council with responsibility for an area surrounding the airport. To support the release of the pdMP, PAL also undertook the following activities:

- face-face engagements;
- digital engagement through social media;
- information on the Parafield Airport website;
- provision of supporting information covering key matters such as aircraft noise management, safeguarding airport operations, land use, commercial development and the environment.;
- briefings to key stakeholders and community groups; and
- copies of the dMP made available in hard copy and electronic format.

The department considers the dMP satisfies the requirements of this criterion.

- 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; and**

Regulation 17(3) of the Regulations states that in specifying under subparagraph 71(2)(h)(ii) or 71(3)(h)(ii) of the Act, the areas within the airport site which the airport-lessee company, in consultation with State and Federal Government conservation bodies, identifies as environmentally significant, the draft or final master plan must address:

- any relevant recommendation of the Australian Heritage Council; and
- any relevant recommendation of the Environment Department regarding biota, habitat, heritage or similar matters; and
- any relevant recommendation of a body established in the State in which the airport is located, having responsibilities in relation to conservation of biota, habitat, heritage or similar matters.

CRITERION SATISFIED

The ecological assessment of the airport, undertaken in 2023 and noted in Section 14.15.1.1 of the dMP, noted that there were no threatened ecological communities or species listed under the EPBC Act identified on the airport site.

While the Vernal Pools are not state-listed, they do contain endangered, vulnerable and rare flora species. These are managed through the Vernal Pools Management Plan, which will continue to be developed and implemented, with community involvement and consultation over the next eight years.

The department considers the dMP satisfies the requirements of this criterion.

iii. the sources of environmental impact associated with airport operations; and

Regulation 17(4) of the Regulations states that in specifying, under subparagraph 71(2)(h)(iii) or (3)(h)(iii) of the Act, the sources of environmental impact associated with airport operations or civil aviation operations at the airport (as appropriate), the draft or final master plan must address:

- (a) the quality of air at the airport site, and in so much of the regional airshed as is reasonably likely to be affected by airport activities; and
- (b) water quality, including potentially affected groundwater, estuarine waters and marine waters; and
- (c) soil quality, including that of land known to be already contaminated; and
- (d) release, into the air, of substances that deplete stratospheric ozone; and
- (e) generation, and handling, of hazardous waste and any other kind of waste; and
- (f) usage of natural resources (whether renewable or non-renewable); and
- (g) usage of energy the production of which generates emissions of greenhouse gases (within the meaning of the *National Greenhouse and Energy Reporting Act 2007*); and
- (h) generation of noise.

CRITERION SATISFIED

The dMP lists the sources of environmental impact associated with civil aviation operations at the airport below:

- (a) the quality of air at the airport site, and in so much of the regional airshed as is reasonably likely to be affected by airport activities

Section 14.13 of the dMP provides two key objectives for the environmental aspect of Air Quality.

1. Ensure developments and airport activities comply with relevant air quality regulations.
2. Proactively assess and manage potential airport related air quality impacts on the local community.

The dMP recognises that the South Australian EPA monitors air quality in the northern Parafield airshed, at sites in Elizabeth and Northfield. Data published to date by the EPA show air quality in the airshed that encompasses the airport meets the relevant National Environment Protection (Ambient Air Quality) Measure 2003 criteria. Current management of potential sources include air emissions from ground-based activities such as refuelling, painting, cleaning, machining, mechanical maintenance, generator use, commercial cooking and construction.

- (b) water quality, including potentially affected groundwater, estuarine waters and marine waters

Implementation of PAL's PAL Stormwater Quality Management and Improvement Plan allows control of pollutant loads from activities on the airport. Tier 1 sampling involves the collection of flow proportionate composite samples from April through October at the airport's primary stormwater discharge point. One summer event between November and March is also captured annually, subject to rainfall. Tier 2 sampling is triggered when the criteria are exceeded, with the aim of identifying the pollution source(s). Results are currently compared against Commonwealth and South Australian water quality criteria.

- (c) soil quality, including that of land known to be already contaminated

PAL has a Contaminated Site Management Plan (CSMP) and Contaminated Site Risk Register (CSRR) that have been developed in line with the National Environment Protection (Assessment of Site) Measure 1999 and are used

to assess and prioritise potential risks associated with contaminated sites and sites where a high risk of contamination exists.

(d) release, into the air, of substances that deplete stratospheric ozone

Section 14.13 of the dMP provides two key objectives for the environmental aspect of Air Quality:

1. Ensure developments and airport activities comply with relevant air quality regulations.
2. Proactively assess and manage potential airport related air quality impacts on the local community.

Recent Achievements include: Ozone Depleting Substances Guidelines were developed in 2017 to guide PAL, tenants and contractors and the development of an Air Quality and Noise Management Plan in 2023.

Potential air-quality issues related to the airport and tenant operational activities are managed through:

- The Building Activity Application review process
- Ozone Depleting Substances Register
- Ozone Depleting Substances Guidelines
- Regular tenant inspections undertaken by PAL in accordance with the Tenant and Environmental Inspection Procedure
- Spray-Painting Guidelines
- Implementation of the Air Quality and Noise Management Plan (ground based).

As part of implementing its Carbon Management Plan, PAL engages with flight training schools and Airservices to explore opportunities for airfield and aviation efficiency resulting in reduced fuel burn and therefore reduced emissions. Operators of new technology aircraft, such as the use of zero emission electric aircraft, are encouraged to conduct flights at Parafield Airport. PAL continues to assess the feasibility for the accelerated adoption of electric aircraft technology at the airport.

(e) generation, and handling, of hazardous waste and any other kind of waste

Hazardous chemicals and waste stored and used by PAL are included in the hazardous substances register and Polychlorinated Biphenyls register and managed in accordance with PAL's workplace health and safety policies and procedures. These procedures include regular audits of chemical/waste storage and spill response equipment. Consistent with the Tenant Environmental Management Plan, PAL ensures appropriate management of the hazardous chemicals and wastes stored and used by tenants via regular tenant inspections. PAL also provides a range of guidelines to tenants that provide advice on the appropriate handling and storage of hazardous waste and other kinds of waste.

(f) usage of natural resources (whether renewable or non-renewable)

Stormwater harvested by the City of Salisbury from local drains and treated in a series of wetlands on Parafield Airport has been a supplementary source of non-potable water to off- and on- airport facilities and residential areas for several years. Recycled water from the City's stormwater harvesting scheme has been used to irrigate the community sporting grounds at Parafield Airport since 2013.

(g) usage of energy the production of which generates emissions of greenhouse gases (within the meaning of the *National Greenhouse and Energy Reporting Act 2007*)

PAL has developed an Energy Strategy to provide high level strategic direction to its energy management activities. PAL identifies, assesses and implements energy related opportunities including procurement, generation, storage, efficiency and optimisation projects in line with the Energy Strategy. PAL also engages with tenants on its Energy Efficiency Guidelines to support installation of solar systems and LED lighting, and provides assistance with activities such as energy audits, awareness and implementation of equipment. Solar photovoltaic

systems have been installed across a number of hangars and buildings across the airport site, including the PAL Workshop

(h) generation of noise

Section 14.12 of the dMP provides two key objectives for the environmental aspect of Ground-based Noise:

1. Ensure developments and airport activities comply with relevant ground-based noise regulations.
2. Proactively assess and manage potential ground-based noise exposure on the local community.

The major contributors of ground-based noise at the airport include:

- aircraft engine ground running (engine testing);
- parked aircraft with operating engines;
- operation of an auxiliary power unit of an aircraft;
- ground vehicles (such as roads, car parks, truck delivery and loading operations);
- plant and equipment (for example, mobile diesel generators); and
- construction activities.

Recent achievements on the mitigation of ground-based noise include:

- PAL completed a study to understand relative contributions of on and off-airport noise sources.
- The Ground Running Procedure was updated in 2020 to reflect community expectations for ground running times on weekends, and again in 2022 to ensure higher risk ground running activities are being adequately monitored and approved by PAL staff.
- Ground based noise modelling was updated in 2022 to incorporate noise monitoring undertaken at the airport boundary, including monitoring during aircraft engine ground running activities.
- Development of a Noise and Emissions Management Plan in 2023.

The department considers the dMP satisfies the requirements of this criterion.

- 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; and**

Regulation 17(5) of the Regulations states that in specifying under subparagraph 71(2)(h)(iv) or (3)(h)(iv) of the Act, the studies, reviews and monitoring to be carried out by the airport-lessee company in connection with the environmental impact associated with the airport operations or civil aviation operations at the airport (as the case may be), the draft or final master plan must address:

- (a) the matters mentioned in paragraph 16(2)(a) and in subsections (3) and (4) of this section; and
- (b) the scope, identified by the airport-lessee company, for conservation of objects and matters at the airport that have natural, indigenous or heritage value; and
- (c) the approaches and measures identified by airport-lessee company as its preferred conservation approaches and measures; and
- (d) the professional qualifications that must be held by a person engaged in carrying out the monitoring; and
- (e) the proposed systems of testing, measuring and sampling to be carried out for possible, or suspected, pollution or excessive noise; and
- (f) the proposed frequency of routine reporting of monitoring results to the airport environment officer (if any) for the airport, or to the Secretary.

CRITERION SATISFIED

- (a) the matters mentioned in paragraph 16(2)(a) and in subsections (3) and (4) of this section**

Large areas of the airport have been surveyed in previous years, from which three Reported Sites have been recorded on the South Australian Government's Register of Aboriginal Sites and Objects. Two sites are known to contain stone artefact scatters and are situated within the Bennett Precinct. One additional site is located in the southern portion of the Airport Business Precinct, which was historically reported as a possible stone artefact scatter. An ecological assessment of the airport was undertaken in 2023.

(b) the scope, identified by the airport-lessee company, for conservation of objects and matters at the airport that have natural, indigenous or heritage value

The Vernal Pools are located at the southern end of the airport and are the last known array of pools within metropolitan Adelaide. These pools are ephemeral patch habitats dependent upon winter/spring surface water run-off. These areas contain several flora and fauna species which do not occur anywhere else in the airport site and are unique to these pools and the surrounding grassland.

The Parafield air traffic control tower, which is owned and occupied by Airservices Australia, was built in 1940 during World War II. It was added to the Commonwealth Heritage List in 2016 following a nomination from Airservices.

(c) the approaches and measures identified by airport-lessee company as its preferred conservation approaches and measures

An ecological assessment of the airport was undertaken in 2023, with reference to the ecological value of flora and fauna present at the airport, including a desktop assessment using publicly available search tools to identify Matters of National Significance under the EPBC Act.

(d) the professional qualifications that must be held by a person engaged in carrying out the monitoring

PAL and its operators, tenants and contractors share responsibility for the environmental management of Parafield Airport. Training and communication processes and systems have been established to ensure PAL's staff are aware of their environmental management roles and responsibilities. PAL's environmental staff have relevant qualifications and have received training in environmental management system implementation and auditing.

(e) the proposed systems of testing, measuring and sampling to be carried out for possible, or suspected, pollution or excessive noise

PAL has adopted a risk-based approach for tenant monitoring and inspections, with an environmental risk ranking based on the potential of the tenant's business activities to cause environmental harm. Tenant inspections are undertaken on all high-risk sites to ensure compliance and ongoing protection of the environment is maintained.

(f) the proposed frequency of routine reporting of monitoring results to the airport environment officer (if any) for the airport, or to the Secretary

PAL reports pollution incidents, environment-related complaints, any exceedances of regulatory criteria, and management of contaminated sites to the department's Airport Environment Officer through monthly meetings and as required under legislation. This reporting is supported by PAL's commitment to undertake the following activities:

- ensure the integration of environmental requirements into daily operations, including as required by the EMS;
- prepare the Annual Environment Report for the department;
- provide advice and specific environmental training to staff, contractors and airport users, and
- report and investigate environmental hazards, incidents and stakeholder feedback.

The department considers the dMP satisfies the requirements of this criterion.

- v. the time frames for completion of those studies and reviews and for reporting on that monitoring; and

CRITERION SATISFIED

The Annual Environment Report (AER) is provided to the department by the statutory deadline specified in Regulation 6.03 of the Airport (Environment Protection) Regulations 1997.

The department considers the dMP satisfies the requirements of this criterion.

- 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; and

Regulation 17(6) of the Regulations states that in specifying under subparagraph 71(2)(h)(vi) or (3)(h)(vi) of the Act, the specific measures to be carried out by the airport-lessee company for the purposes of preventing, controlling or reducing environmental impact associated with airport operations or civil aviation operations at the airport (as the case may be), the draft or final master plan must address:

- (a) the matters mentioned in subsections (2) or (4) of this section; and
- (b) the means by which the airport-lessee company proposes to achieve the cooperation of other operators of undertakings at the airport in carrying out those measures.

CRITERION SATISFIED

- (a) the matters mentioned in subsections (2) or (4) of this section

Central to PAL's environmental management is its Environmental Management System (EMS) which conforms to the requirements of International Standard ISO 14001:2015 and provides a structure for planning, implementing, monitoring, reporting and reviewing environmental management at Parafield Airport.

- (b) the means by which the airport-lessee company proposes to achieve the cooperation of other operators of undertakings at the airport in carrying out those measures

Airport tenants, aviation operators and major airport contractors are required to:

- comply with applicable environmental legislation and PAL plans, procedures and guidelines;
- complete PAL induction;
- report environmental hazards, incidents and feedback to PAL; and
- develop and implement operational and construction environment management plans when required.

The department considers the dMP satisfies the requirements of this criterion.

- vii. the time frames for completion of those specific measures; and

CRITERION SATISFIED

Table 14-4 of the dMP provides a summary of key environmental monitoring activities.

The department considers the dMP satisfies the requirements of this criterion.

- viii. details of the consultations undertaken in preparing the strategy (including the outcome of the consultations); and

CRITERION SATISFIED

PAL has undertaken extensive consultation for the preparation of this Master Plan 2024. This includes:

- The regular PCF and PACC meetings which provide extensive feedback on airport planning considerations.
- Briefings with relevant state government agencies, local government, aviation industry stakeholders and consultation groups.
- Release of an exposure draft version of the Master Plan to key stakeholders including the department, the SA Department for Infrastructure and Transport, the Department of Climate Change, Energy, the Environment and Water, Airservices, and CASA.
- A copy of each written comment received during the public comment period.
- A written certificate signed on behalf of Parafield Airport, containing:
 - A list of names of the people or organisations that provided written comments to the Preliminary Draft Master Plan.
 - A summary of the comments received.
 - Evidence that Parafield Airport has given due regard to those comments.

The department considers the dMP satisfies the requirements of this criterion.

ix. Any other matters that are prescribed in the regulations; and

Regulation 16(2) states the environment strategy must detail the following matters:

- (a) any areas within the airport site to which the strategy applies that the airport-lessee company for the airport has identified as being a site of indigenous significance, following consultation with:
 - i. any relevant indigenous communities and organisations; and
 - ii. any relevant Commonwealth or State body;
- (b) the airport-lessee company's strategy for environmental management of areas of the airport site that are, or could be, used for a purpose that is not connected with airport operations;
- (c) the training necessary for appropriate environment management of the airport by persons, or classes of persons, employed on the airport site by the airport-lessee company or by other major employers;
- (d) the training programs, of which the airport-lessee company is aware, that it considers would meet the training needs of a person mentioned in paragraph (c)
- (e) any relevant indigenous communities and organisations; and
- (f) any relevant Commonwealth or State body; and

Regulation 16(3) states that in specifying the airport-lessee company's strategy for environmental management under paragraph (2)(b), the airport-lessee company must address the matters mentioned in subsections 17(2) to (6), to the extent that the matters are relevant to that strategy.

CRITERION SATISFIED

- (a) any areas within the airport site to which the strategy applies that the airport-lessee company for the airport has identified as being a site of indigenous significance, following consultation with:
 - i. any relevant Indigenous communities and organisations

Two sites are known to contain stone artefact scatters and are situated within the Bennett Precinct. The sites are managed by Implementing the Community Engagement Framework and promote communication between Parafield Airport and Kaurna traditional custodians.

- ii. any relevant Commonwealth or State body

The *South Australian Aboriginal Heritage Act 1988* protects all Aboriginal sites, objects and ancestral remains throughout the state and approval must be sought from the Minister responsible for Aboriginal Affairs and Reconciliation prior to any action that could damage, disturb or interfere with an Aboriginal site. PAL has registered two Aboriginal heritage sites with the SA Government.

- (b) the airport-lessee company's strategy for environmental management of areas of the airport site that are, or could be, used for a purpose that is not connected with airport operations**

PAL's Environmental Management System (EMS) which conforms to the requirements of International Standard ISO 14001:2015 and provides a structure for planning, implementing, monitoring, reporting and reviewing environmental management at Parafield Airport and for areas of the airport site that are, or could be, used for a purpose that is not connected with airport operations.

- (c) the training necessary for appropriate environment management of the airport by persons, or classes of persons, employed on the airport site by the airport-lessee company or by other major employers**

Training and communication processes and systems have been established to ensure PAL's staff are aware of their environmental management roles and responsibilities. PAL's environmental staff have relevant qualifications and have received training in environmental management system implementation and auditing.

- (d) the training programs, of which the airport-lessee company is aware, that it considers would meet the training needs of a person mentioned in paragraph (c)**

Persons or organisations that carry out environmental management must hold the appropriate professional qualifications relevant to the area of monitoring activity and demonstrate the processes and systems used to conform to relevant standards. All staff are required to complete PAL's induction training, which includes information about the AES.

- (e) any relevant indigenous communities and organisations**

A Community Engagement Framework has been developed for the airport and includes actions to build relationships with the Kurna people and other First Nations Peoples. PAL also commenced an Reflect Action Plan in 2023, with the development of a Reconciliation Action Plan guided by First Nations Peoples.

- (f) any relevant Commonwealth or State body**

PAL has undertaken extensive consultation for the preparation of this Master Plan 2024, including the Environment Strategy and has directly consulted with the department, the South Australian Department for Infrastructure and Transport, DCCEEW, Airservices and CASA.

The department considers the dMP satisfies the requirements of this criterion.

- (j) Such other matters (if any) as are specified in the regulations.**

Paragraphs (a) and (h) do not, by implication, limit paragraph (j).

Regulation 15(1) states that for the purposes of paragraph 71(2)(j) and (3)(j) of the Act, the following matters are specified as matters that must be set out in a draft or final master plan for an airport:

- a) any change to the OLS or PANS-OPS surfaces of the airport that is likely to result if development proceeds in accordance with the master plan;
- b) 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 1997 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.

CRITERION SATISFIED

- a) any change to the OLS or PANS-OPS surfaces of the airport that is likely to result if development proceeds in accordance with the master plan;

Section 12.9.1 discusses prescribed airspace at the airport. ICAO standards, adopted at the airport, define two sets of invisible surfaces above the ground – Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS). Figure 12.4 shows the OLS for the dMP. Figure 12.5 of the dMP shows the PANS-OPS surfaces. No changes to the OLS or PANS-OPS surfaces, as a result of future developments were stated in the dMP.

- b) 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 1997 is proposed:
- i. the contents of the report of any examination of the area carried out under regulation 6.09 of those Regulations;

Environmental site assessments are undertaken in accordance with the AEPR to determine the existence of soil and/or groundwater pollution. Assessments are also typically completed as part of due diligence prior to the commencement of proposed developments. An Environmental Site Assessment Guideline has been developed to provide information about the assessment requirements to tenants and contractors.

- ii. the airport-lessee company's plans for dealing with any soil pollution referred to in the report

PAL has a Contaminated Site Management Plan (CSMP) and Contaminated Site Risk Register (CSRR) that have been developed in line with the National Environment Protection (Assessment of Site) Measure 1999 and are used to assess and prioritise potential risks associated with contaminated sites and sites where a high risk of contamination exists. Management strategies are assigned in the CSRR based on the level and type of contamination risk.

The department considers the dMP satisfies the requirements of this criterion.

71 (4) The regulations may provide that the objectives, assessments, proposals, forecasts and other matters covered by subsection (2) or (3) may relate to one or more of the following:

- (a) the whole of the planning period of the plan;
- (b) one or more specified periods that are included in the planning period of the plan;
- (c) subject to any specified conditions, a specified period that is no longer than the planning period of the plan.

NOTED

71 (5) The regulations may provide that, in specifying a particular objective, assessment, proposal, forecast or other matter covered by subsection (2) or (3), a draft or final master plan must address such things as are specified in the regulations.

Regulation 5.02(3) states a draft or final Master Plan must:

- a) 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
- b) 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.

CRITERION SATISFIED

Section 7.12 of the dMP lists the leases which existed prior to PAL taking over management and operation of the airport in 1998. Table 7-7 of the dMP lists these as:

- Airservices Australia – Control Tower Site.
- Fun Trading – Tavern/Hotel.
- Bruce Hartwig Flying School – Flying School and Hangar.

- SAATAS Pty Ltd – Hangar.
- Bunnings Building Supplies – Hardware.
- Maltara Holdings – Retail/Bulky Goods.

There are also several existing easements on the airport site. These existing easements are shown at **Figure 11-5** of the dMP.

The department considers the dMP satisfies the requirements of this criterion.

71(6) In specifying a particular objective or proposal covered by paragraph (2)(a), (c), (ga), (gb) or (gc), a draft or final master plan must address:

- (a) the extent (if any) of consistency with planning schemes in force under a law of the State in which the airport is located; and**

CRITERION SATISFIED

Section 7.8 and 7.9 of the dMP discusses the alignment of land use on the airport with surrounding land uses and consistency with State and Local Planning frameworks.

PAL states that there have been limited changes to the zoning or nature of land uses surrounding the airport since 2017. Primary land uses occurring on land within the proximity of the airport are industrial, commercial, residential, recreational and educational, with uses occurring on land held across a range of employment, neighbourhood and recreational type zones.

Land to the immediate north-east and south-east, adjoining the Runways, Commercial and Bennett's precincts within the dMP, is zoned for strategic employment and employments and industrial and commercial purposes. There is also a large area of vacant land to the immediate north-east of the airport which is within a retail activity centre subzone. Land to the south of the airport, adjoining the Enterprise Precinct, accommodates the Mawson Lakes golf course, the University of South Australia and the Mawson Lakes City Centre.

The remaining land uses surrounding the airport is primarily zones General Neighbourhood, Urban Neighbourhood and Housing Diversity Neighbourhood (residential zones).

PAL states that land uses listed in the categories of development tables 7.2 to 7.6 are based on the definitions contained in the Planning and Design Code, with additional uses included that specific to Parafield Airport, such as aviation-related industry.

The department considers the dMP satisfies the requirements of this criterion.

- (b) if the draft or final master plan is not consistent with those planning schemes – the justification for the inconsistencies.**

NOTED

There are no noted inconsistencies. Land uses listed in the categories of development tables 7.2 to 7.6 are based on the definitions contained in the Planning and Design Code, with additional uses included that specific to Parafield Airport, such as aviation-related industry.

The department considers the dMP satisfies the requirements of this criterion.

71(7) Subsection (6) does not, by implication, limit subsection (5).

NOTED

71(8) In developing plans referred to in paragraph (2)(e), an airport-lessee company must have regard to Australian Standard AS2021 – 2015 ("Acoustics – Aircraft noise intrusion – Building siting and construction") as in force or existing at the time.

CRITERION SATISFIED

Section 13.5 of the dMP discusses the ANEF in relation to AS2021:2015 (Acoustics – Aircraft Noise Intrusion – Building, Siting and Construction) for land use planning within, and for areas surrounding the airport. Table 13-3 of the dMP has the AS2021:2015 Table of Building Site Acceptability Based on ANEF Zones.

Under Part C The Plan for Parafield Airport of the dMP, Aircraft Noise, land use and safeguarding are all included in the overall plan for the airport, including developments. Throughout Part C, regard has been given to AS2021:2015.

The department considers the dMP satisfies the requirements of this criterion.

Draft or final master plan must identify proposed sensitive developments

71A(1) A draft or final master plan must identify any proposed sensitive development in the plan.

CRITERION SATISFIED

Section 7.7 of the dMP notes a Tertiary Education facility within the Enterprise precinct, which is a sensitive development.

Section 7.10 of the dMP addresses sensitive developments broadly against the Act. The sensitive development is for a possible area for the University of South Australia, which adjoins the Enterprise precinct, to expand in to. It is noted in the dMP that any sensitive development must demonstrate exceptional circumstance to the Minister in order for a Major Development Plan process to go ahead.

The department considers the dMP satisfies the requirements of this criterion.

71A(2) A sensitive development is the development of, or a redevelopment that increases the capacity of, any of the following:

- (a) a residential dwelling;
- (b) a community care facility;
- (c) a pre-school;
- (d) a primary, secondary, tertiary or other educational institution;
- (e) a hospital.

NOTED

71A(2A) A sensitive development does not include the following:

- (a) an aviation educational facility;
- (b) accommodation for students studying at an aviation educational facility at the airport;
- (c) a facility with the primary purpose of providing emergency medical treatment and which does not have in-patient facilities;
- (d) a facility with the primary purpose of providing in-house training to staff of an organisation conducting operations at the airport.

NOTED

71A(3) In this section:

aviation education facility means any of the following:

- (a) a flying training school;
- (b) an aircraft maintenance training school;
- (c) a facility that provides training in relation to air traffic control;
- (d) a facility that provides training for cabin crew;
- (e) any other facility with the primary purpose of providing training in relation to aviation related activities.

Community care facility includes the following:

- (a) a facility that provides aged care within the meaning given by the *Aged Care Act 1997*
- (b) a retirement village within the meaning given by the *Social Security Act 1991*;

(c) a facility that provides respite care within the meaning given by the *Aged Care Act 1997*.

NOTED

Planning period

72 A draft or final master plan must relate to a period of 20 years. This period is called the *planning period*.

CRITERION SATISFIED

The dMP, throughout the document, specifies that the dMP planning period is the 20-year planning period between 2023 through to 2043.

The department considers the dMP satisfies the requirements of this criterion.

New draft master plan to be submitted before expiry of old plan

76(1) If a final master plan (the original plan) is in force for an airport, the airport-lessee company must give the Minister, in writing, a draft master plan for the airport:

- (a) no later than:
 - i. in the case of Sydney (Kingsford Smith) Airport, Sydney West Airport, Melbourne (Tullamarine) Airport, Brisbane Airport or Perth Airport—5 years after the original plan came into force; or
 - ii. in the case of any other airport—8 years after the original plan came into force; or
- (b) within a longer period that the Minister specifies in a written notice to the airport-lessee company.

The planning period for the draft master plan must begin immediately after the expiry of the original plan

CRITERION SATISFIED

The dMP was submitted to the Minister on 7 June 2024.

PAL received an extension to the submission date for the dMP from 18 January 2023 to 18 June 2024 in order to better estimate aviation forecasts after the COVID-19 pandemic. The then Minister approved the 18-month extension on 2 September 2021.

The department considers the dMP satisfies the requirements of this criterion.

Public comment and advice to State etc.

79(1A) Before giving the Minister a draft master plan for an airport under section 75, 76 or 78, the airport-lessee company for the airport must advise, in writing, the following persons of its intention to give the Minister the draft master plan:

- (a) the Minister, of the State in which the airport is situated, with responsibility for town planning or use of land;

CRITERION SATISFIED

Page 184 of Appendix G of the Supplementary Report (Volume 1) contains a letter, dated 4 January 2024, sent to the Hon Nick Champion MP, Minister for Trade and Investment, Minister for Housing and Urban Development, Minister for Planning, notifying the release of the pdMP for public comment and PAL's intention to submit a draft master plan to the Minister.

The department considers the dMP satisfies the requirements of this criterion.

- (b) the authority of that State with responsibility for town planning or use of land;

CRITERION SATISFIED

Page 188 of Appendix G of the Supplementary Report (Volume 1) contains a letter, dated 4 January 2024, sent to Mr David Reynolds, Chief Executive, Department for Trade and Investment (Planning and Land Use Services),

notifying the release of the pdMP for public comment and PAL's intention to submit a draft master plan to the Minister.

The department considers the dMP satisfies the requirements of this criterion.

(c) each local government body with responsibility for an area surrounding the airport.

CRITERION SATISFIED

Page 186 of Appendix G of the Supplementary Report (Volume 1) contains a letter, dated 4 January 2024, sent to Mr John Harry, Chief Executive Officer, City of Salisbury, notifying the release of the pdMP for public comment and PAL's intention to submit a draft master plan to the Minister.

The department considers the dMP satisfies the requirements of this criterion.

79(1B) The draft plan submitted to the Minister must be accompanied by:

(a) a copy of the advice given under section (1A); and

CRITERION SATISFIED

Copies of the letters under section (1A) were provided in Appendix G of the Supplementary Report (Volume 1) as noted above.

The department considers the dMP satisfies the requirements of this criterion.

(b) a written certificate signed on behalf of the company listing the names of those to whom the advice was given.

CRITERION SATISFIED

Page 16 of the Supplementary Report (Volume 1) shows a written certificate signed on behalf of the company listing the names of those to whom the advice was given.

The department considers the dMP satisfies the requirements of this criterion.

79(1) After giving the advice under subsection (1A), but before giving the Minister the draft master plan, the company must also:

- (a) cause to be published in a newspaper circulating generally in the State in which the airport is situated, and on the airport's website, a notice:**
 - (i) stating that the company has prepared a preliminary version of the draft plan; and**
 - (ii) stating that copies of the preliminary version will be available for inspection and purchase by members of the public during normal office hours throughout the period of 60 business days after the publication of the notice; and**
 - (iii) specifying the place or places where the copies will be available for inspection and purchase; and**
 - (iiia) in the case of a notice published in a newspaper—stating that copies of the preliminary version will be available free of charge to members of the public on the airport's website throughout the period of 60 business days after the publication of the notice; and**
 - (iiib) in the case of a notice published in a newspaper—specifying the address of the airport's website; and**
 - (iv) in any case—inviting members of the public to give written comments about the preliminary version to the company within 60 business days after the publication of the notice; and**

CRITERION SATISFIED

Pages 176 and 177 of the Supplementary Report (Volume 1) shows newspaper advertisements in the Adelaide Advertiser for Saturday 6 January 2024 and Wednesday 31 January 2024 respectively. Both advertisements:

- i. state that PAL has prepared a pdMP; and
- ii. copies of the pdMP are available from the airport throughout the 60-business day period;
- iii. specifies that copies are available from the airport and lists the address;

- iv. states that free versions are available for download for the airport's website;
- v. specifies the airport's address
- vi. invites public submissions.

The department considers the dMP satisfies the requirements of this criterion.

- (b) make copies of the preliminary version available for inspection and purchase by members of the public in accordance with the notice; and**

CRITERION SATISFIED

Section 3.3 of the Supplementary Report (Volume 1) states that printed copies of the pdMP were made available for viewing or purchase at the PAL and Adelaide Airport Limited Management Centres, along with copies available for viewing at the City of Salisbury local government office.

The department considers the dMP satisfies the requirements of this criterion.

- (c) make copies of the preliminary version available free of charge to members of the public on the airport's website:**

- i. in a readily accessible format that is acceptable to the Minister; and
- ii. in accordance with the notice.

CRITERION SATISFIED

Section 3.3 of the Supplementary Report (Volume 1) states that free electronic copies of the full document and individual chapters, were available for download from the Parafield and Adelaide Airport websites.

Images of the website pages were shown at Appendix I of the Supplementary Report (Volume 1). Page 32 of the dMP states that there were 6,399 visits to the dMP website during the public consultation period.

The department considers the dMP satisfies the requirements of this criterion.

79(2) If members of the public (including persons covered by subsection (1A)) have given written comments about the preliminary version in accordance with the notice, the draft plan submitted to the Minister must be accompanied by:

- (a) copies of those comments; and**

CRITERION SATISFIED

Appendix P of the Supplementary Report (Volume 2) shows copies of the written submissions from the public.

The department considers the dMP satisfies the requirements of this criterion.

- (b) a written certificate signed on behalf of the company:**

- i. listing the names of those members of the public; and
- ii. summarising those comments; and
- iii. demonstrating that the company has had due regard to those comments in preparing the draft plan; and
- iv. setting out such other information (if any) about those comments as is specified in the regulations.

CRITERION SATISFIED

Page 16 of the Supplementary Report (Volume 1) shows a written certificate signed on behalf of the company certifying that the names of those members of the public of provided submissions, together with a summary of the comments provided in the written submissions and PAL's response have been provided.

The department considers the dMP satisfies the requirements of this criterion.

79(3) Subsection (2) does not, by implication, limit the matters to which the company may have regard.

NOTED

Consultations

80(1) This section applies if:

- (a) an airport-lessee company gives the Minister a draft master plan under section 75, 76 or 78; and**

NOTED

- (b) Before the publication under section 79 of a notice about the plan, the company consulted (other than by giving an advice under subsection 79(1A)) a person covered by any of the following paragraphs:**

- i. a State government;
- ii. an authority of a State;
- iii. a local government body;
- iv. an airline or other user of the airport concerned;
- v. any other person.

CRITERION SATISFIED

Section 2.3 of the Supplementary Report (Volume 1) lists the following stakeholders that were consulted prior to notice of the pdMP being given:

- the department;
- State Department for Trade and Investment (Planning and Land Use Services)
- State Department of Infrastructure and Transport;
- City of Salisbury;
- Airservices;
- State Member of Parliament for Florey;
- Flight Training Adelaide;
- Tenants within Parafield Airport.

The department considers the dMP satisfies the requirements of this criterion.

80(2) The draft plan submitted to the Minister must be accompanied by a written statement signed on behalf of the company:

- (a) listing the names of the persons consulted; and**
(b) summarising the views expressed by the persons consulted.

CRITERION SATISFIED

Page 17 of the Supplementary Report (Volume 1) shows a written certificate signed on behalf of the company certifying that the names of persons and organisations consulted before publication of the pdMP are contained within the Supplementary Report.

The department considers the dMP satisfies the requirements of this criterion.

Matters to be considered by the Minister when deciding whether to approve the Master Plan

Acronyms

Airservices	Airservices Australia
ANEF	Australian Noise Exposure Forecast
CASA	Civil Aviation Safety Authority
dMP	draft Master Plan
PAL	Parafield Airport Limited
pdMP	preliminary draft Master Plan
the Act	<i>Airports Act 1996</i>
the department	the Department of Infrastructure, Transport, Regional Development, Communications and the Arts
the Regulations	Airport Regulations 2024

Airports Act 1996 - approval of draft by Minister**81(2) The Minister must:**

- (a) Approve the plan; or
- (b) Refuse to approve the plan.

The department recommends that you approve the dMP.

81(3)(a) In deciding whether to approve the plan, the Minister must have regard to the following matters:**(aa) the extent to which the plan achieves the purposes of a final master plan (see subsection 70(2));**

The department considers the dMP achieves the purpose of a final master plan as set out in section 70(2) of the Act, including to:

(a) establish the strategic direction for efficient and economic development at the airport over the planning period of the plan.

The dMP provides the strategic direction for the development of the airport site over the 20-year planning period by identifying the proposed aeronautical and non-aeronautical developments that will occur at the Parafield Airport and how it correlates with the forecasted growth in aircraft movements.

The focus areas for the development and execution of the dMP include:

- supporting the aviation industry;
- striving for innovative solutions; and
- achieving sustainable outcomes.

PAL states that the focus areas underpin the day-to-day operations of the airport and what PAL strives towards, namely:

- maintaining the airport as South Australia's principal general aviation and pilot training airport;
- enhancing the airport as a key element of transport infrastructure;
- facilitating flight training activities and the movement of general aviation by infrastructure improvements;
- contributing to the viability of the airport as a business enterprise through the provision of commercial, retail and industrial activities; and
- providing an economic core and employment centre for the northern suburbs of Adelaide and beyond.

PAL lists the following development objectives to guide future investments in facilities and infrastructure at the airport:

- contribute to the economic growth of the Northern Adelaide region;
- work with pilot training schools, general aviation industry, government and the community;
- embed sustainability in all that we do;
- protect the safety and security of assets and people;
- deliver innovative solutions for all airport users; and
- deliver infrastructure to support operations and the commercial viability of the airport.

(b) provide for the development of additional uses of the airport site.

Section 7.2 of the dMP outlines the planning framework to guide development at Parafield Airport. Parafield Airport is divided into five separate precincts, each with a distinct development intent. To guide development, each precinct is defined by the following:

- Desired Outcomes – describes the purpose and intended use.
- Desired Character – statement expressing how the precinct could look and feel in the future.
- Assessment Criteria – guides development within the precinct.
- Concept Plan – spatial representation of the precincts.

- Categories of Development – guides the types of land uses appropriate to the precincts. Categories of development include:
 - Performance Assessed – Envisaged Development (suitable for of development); and
 - Restricted Development – generally incompatible forms of development.

The five precincts are the Runways Precinct, the Airport Business Precinct, Commercial Precinct, Enterprise Precinct and the Bennett Precinct. **Sections 7.3 through 7.7** of the dMP has each individual precinct plan. Each precinct states the envisaged and restricted land uses, which are compatible with the precinct's desired outcomes and character.

(c) to indicate to the public the intended uses of the airport site

PAL has undertaken consultation for the preparation of this Master Plan 2024. This includes:

- The regular Planning and Coordination Forum and Parafield Airport Consultative Committee meetings which provide extensive feedback on airport planning considerations.
- Briefings with relevant state government agencies, local government, aviation industry stakeholders and consultation groups.
- Release of an exposure draft version of the Master Plan to key stakeholders including DITRDCA, the South Australian Department for Infrastructure and Transport, the Department of Climate Change, Energy, the Environment and Water, Airservices, and CASA.
- Release of a pdMP for 60 business day, providing an opportunity for the community to submit written submissions on the pdMP, including developments at the airport.

(d) to reduce potential conflicts between uses of the airport site, and to ensure that uses of the airport site are compatible with the areas surrounding the airport.

The department considers that the dMP provides sufficient information on the airport-lessee company's intentions for land use and related developments in terms of its consistency with state and local government planning frameworks and land uses surround the airport site.

Section 7.8 and 7.9 of the dMP discusses the alignment of land use on the airport with surrounding land uses and consistency with State and Local Planning frameworks.

PAL states that there have been limited changes to the zoning or nature of land uses surrounding the airport since 2017. Primary land uses occurring on land within the proximity of the airport are industrial, commercial, residential, recreational and educational, with uses occurring on land held across a range of employment, neighbourhood and recreational type zones.

Land to the immediate north-east and south-east, adjoining the Runways, Commercial and Bennett's precincts within the dMP is zoned for strategic employment and employments and industrial and commercial purposes. There is also a large area of vacant land to the immediate north-east of the airport which is within a retail activity centre subzone. Land to the south of the airport, adjoining the Enterprise Precinct, accommodates the Mawson Lakes golf course, the University of South Australia and the Mawson Lakes City Centre.

The remaining land uses surrounding the airport is primarily zones General Neighbourhood, Urban Neighbourhood and Housing Diversity Neighbourhood (residential zones).

PAL states that land uses listed in the categories of development **tables 7.2 to 7.6** are based on the definitions contained in the Planning and Design Code, with additional uses included that specific to Parafield Airport, such as aviation-related industry.

(a) the extent to which carrying out the plan would meet present and future requirements of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport concerned;

The department considers that in implementing the dMP, the airport will meet both short-term (8 years) and future requirements (20 years) of civil aviation users and other users of the airport, for services and facilities relating to the airport.

Sections 4 through 11 of the dMP specifies PAL's assessment of the future needs for civil aviation users, and other civil users of the airport, for services and facilities relating to the airport.

Section 6 of the dMP outlines the aircraft movement forecasts and the forecasting methods used. The methods that PAL used to forecast aircraft movements included:

- review of the Australian general aviation context, including national, state and individual airport performance from sources including the Bureau of Infrastructure, Transport and Regional Economics (BITRE), Airservices and AvData (PAL's aeronautical data and billing provider);
- interviews with the main operators at Parafield Airport; and
- review of factors such as economic growth, population, fuel costs and exchange rates.

PAL notes that many factors that influence forecasts are unpredictable, including diverging views on the future direction and impact of factors such as interest rates, oil prices and population growth. Tables 6-1 and 6-2 of the dMP further outlines the forecasting methodology.

Parafield Airport is one of the busiest general aviation airports in Australia. There are no Regular Public Transport operations at Parafield Airport. Aircraft movements are dominated by pilot training operators, however, there is a range of other general aviation activities that occur, such as aerial agriculture, aerial photography, search and rescue, firefighting support aircraft and charter services.

In terms of aircraft movements, PAL forecasts the following:

	2019 (pre-COVID)	2022 (actual)	2031	2043	CAGR* 2022-43
Fixed-wing	256,804	209,038	270,898	329,068	2.2%
Helicopter	12,740	10,074	11,902	13,278	1.3%
Total	269,544	219,112	282,800	342,346	2.1%

*CAGR is the compound annual growth rate for total movements over the base year 2022.

Section 6.5.3 of the dMP states that total aircraft movements are forecast to increase by 54% over the 20-year planning period, from 221,728 in 2023 to 342,346 in 2043. PAL also forecasts the take-up of electric aircraft over the planning period as pilot training is considered to be a prime candidate of early take-up. Table 6-4 of the dMP shows that it is estimated that by 2031, 17% of aircraft movements will be undertaken by electric aircraft and 69% in 2043.

Section 8.5 of the dMP discusses the airfield development plan to support aviation forecasts.

Runways

The existing runway system provides sufficient capacity to handle the forecast volumes of air traffic up to and beyond the 20-year planning period. Maintenance-driven developments are proposed to extend the useable life of the runways, including:

- surface spray treatment of runways 03L/21R, 08R/26L and 08L/26R (within the initial 8-year period);
- upgrade of runway lighting for 03L/21R (within the initial 8-year period); and
- re-sealing as required (ongoing through the 20-year planning period).

Taxiways

The existing taxiways provide sufficient capacity for arriving and departing aircraft to handle the forecast volumes of air traffic. Proposed developments are either maintenance driven or provide an opportunity to improve efficiency. Developments noted include:

- sealing of Taxiway A (within the initial 8-year period);
- extension of Taxiway B to the end of Runway 03L/21R (within the 20-year planning period);
- granular re-sheeting or sealing of Taxiway J (within the 20-year planning period); and
- surface spray treatments and re-sealing as required to extend useable life (ongoing through the 20-year planning period).

Run-up bays

Run-up bays are located adjacent to taxiways to enable aircraft engine run-up checks to be undertaken prior to departure. The run-up bays are currently at capacity during peak periods, resulting in aircraft queuing on the aprons. The following upgrades are proposed:

- expansion of run-up bay J (within the initial 8-year period);
- expansion of run-up bay B (within the initial 8-year period);
- construction of a new run-up bay at the end of Taxiway B, primarily to be used as a holding bay but also to be used for run-up when needed (within the 20-year planning period); and
- surface spray treatments and re-sealing as required to extend useable life (ongoing through the 20-year planning period).

Apron and Hangars

PAL notes that any requirement for additional sealed apron parking will most likely be triggered by increases in aircraft traffic from the flying schools. Expansion can be accommodated through expanding the southern apron or in the expanded hangar and apron development area proposed to be located adjacent to the existing western apron. Forecast uptake of electric aircraft will require electrical services to be provided to the apron areas. The following upgrades are noted within the dMP:

- installation of electrical services for the charging of electric aircraft (within the initial 8-year period);
- expanded hangar and apron development area adjacent to the existing western apron (ongoing through the 20-year planning period); and
- expansion of the southern apron (within the 20-year planning period).

Helicopters

The existing helicopter facilities have sufficient theoretical capacity to meet future demand. However, limitations on operations due to constraints from runway operations has led to consideration of alternative locations for these facilities, including:

- new helipad located between 08R/26L and 03L/21R;
- relocation of helipad west adjacent to Taxiway J;
- maintaining an area between 08R/26L and 03L/21R for helicopter auto rotation and hover training in the short term with consideration to establishment of training areas above non-duty runways towards the 08 and 03 ends of runways;
- potential new helicopter parking and maintenance facilities within the Enterprise Precinct in the long term, adjacent to the proposed new Helipad South; and
- retention of Helipad East for additional capacity.

All of these potential developments are proposed for within the 20-year planning period. PAL note that any relocation activities will require consideration of airfield design standards, the impacts to other aircraft operations and potential aircraft noise exposure.

Section 10 of the dMP outlines the Ground Transport Plan for Parafield Airport. **Figure 10.3** of the dMP shows the existing and forecast daily vehicle movements at the airport. Modelling suggests that there will be an increase of daily movements from 29,000 in 2023 to 39,000 in 2031 and to 66,000 in 2043. PAL states, in **Section 10.8.1** of the dMP, that this increase is driven primarily from further commercial development at the airport and as such, are indicative due to the dependency upon development at the airport.

The majority of access to the airport is by private motor vehicle. While PAL supports opportunities for an increase in public and active transport, it acknowledges that private motor vehicles will continue to make up the highest share of expected modes of access.

A rail line for both passengers and freight is on the western side of the airport. The freight rail line provides for the majority of freight opportunities for the airport although the existing external road network does support larger road transport vehicles. Public transport to the airport is primarily provided by passenger rail services and bus services.

Section 10.13 of the dMP discusses car parking at the airport and is described through precincts. There are two precincts that currently provide car parking – the Airport Business Precinct and the Commercial Precinct.

Vehicle parking within the Airport Business Precinct is provided within most individual business and commercial sites. Kerbside parking is also provided along Anderson Drive and Kitty Hawk Lane. Demand for parking from aviation staff and business customers has grown and PAL expects additional car parking facilities will be anticipated to be required in the short to medium term.

The Commercial Precinct requires a high degree of formalised parking and is provided within existing retail and commercial developments. The internal road network within the precinct does not permit kerbside parking to ensure clear and safe two-way traffic flows. Additional carparking will continue to be required for new developments.

Section 10.12 of the dMP discuss the provision of active travel at the airport. PAL notes there are series of cycling and shared paths (bicycle and pedestrian) within, around and connecting the airport site. Cycleways consist of off-road shared paths and on-road bicycle paths. There are on-road bicycle lanes in both directions along Main North Road and Elder Smith Road and an off-road shared path along the western boundary of the airport and a portion of the northern boundary to Dakota Drive. Future opportunities for active travel, noted by PAL, include:

- extension of the off-road shared path along the northern boundary;
- extension of the path adjacent to the Main North Road; and
- off-road shared path within the Bennett Precinct.

The primary pedestrian network servicing the airport is focused on the developed areas of the Airport Business and Commercial precincts. Proposed walkways, as shown in **Figure 10.8** of the dMP, aim to improve connectivity to other existing or proposed paths. For the Commercial precinct, proposed paths will be extended in line with future developments. For yet to be developed precincts, walkways and connectivity will be key considerations for precinct planning and development.

The airport has three major arterial roads bordering the southern, eastern and northern sides, these being Elder Smith Road to the south, Main North Road to the east and Kings Road to the north. Signalised access to the airport from the external road network occurs at Main North Road/Kesters Road on the eastern side of the airport, Kings Road/Horrie Miller Avenue and Kings Road/Dakota Drive on the northern side of the airport. Unsignalised access on

the eastern side occurs at Main North Road/Freda Thompson Place and on the northern side at Kings Road/Lawrence Hargrave Way, Kings Road/Anderson Drive and Kings Road/Lockheed Lane.

As mentioned, the rail line is located adjacent to the airport's western boundary, while bus services pass along the southern and eastern boundaries of the airport. **Figure 10.7** of the dMP shows the bus and rail routes that service the airport.

Section 10.3 of the dMP discusses the state and local government agencies that PAL engages with directly to ensure that the future needs of the airport, in terms of ground transport, and reflected in strategic network planning more broadly.

PAL lists the following agencies involved in ground transport planning around the airport as:

- South Australian Department for Infrastructure and Transport;
- South Australian Public Transport Authority;
- The City of Salisbury; and
- the Commonwealth.

These agencies are directly engaged along with other consultative methods such as the Planning and Coordination Forum meetings held at the airport.

In terms of specific arrangements; PAL notes:

- A 2020 agreement between the South Australian state government and PAL that sets out the principles and a framework for ground transport infrastructure works within, at the airport boundary and outside of the airport boundary. The agreement ensures that ease of access to and from the airport is provided as growth in aviation activity and commercial activity is realised.
- A 2006 agreement between the South Australian state government and PAL for the future signalisation of the existing Elder Smith Road intersection should traffic volumes to and from the Enterprise Precinct trigger the requirement. It should be noted that the existing intersection does not include access to the airport. Rather it is a place holder for future access to the precinct.

Apart from the above specific arrangements, PAL advises that the ground transport plan and strategy also considers the 30-year plan for Greater Adelaide, the 20-year state infrastructure strategy and the joint Commonwealth and South Australian government funding of the North-South corridor.

PAL's ground transport plan is precinct based and discusses precinct capacity and future developments in order to meet proposed land use planning. **Tables 10-1 and 10-2** of the dMP show the proposed developments for ground transport for both the initial 8-year period and the 20-year planning period. These developments are linked to precinct developments. The existing capacity of both the internal and external roads at the airport site will be increased as developments occur.

Section 3.2.2 looks at the economic contribution that the airport has on the local region and broader state, through the delivery of its core activities. The economic modelling was provided by Hudson Howells and is based on information provided by various businesses at the airport as well as economic forecasting.

In 2022, Parafield Airport is estimated to have contributed \$354.8 million, equivalent to 0.3 per cent of Gross State Product, to the South Australian economy. This is comparable to the economic modelling in the 2017 Master Plan where the airport provided an equivalent of 0.26 per cent of Gross State Product. In 2022, the airport directly employed 1,249 people both on and off airport. PAL reports that this employment level supports a gross operating surplus of \$41.8 million, giving a total contribution to Gross State Product directly of \$150 million.

PAL notes that there is an induced or multiplier contribution through the direct and indirect expenditure by employees spending their incomes on consumer goods and services. This induced effect has been modelled as contributing to:

- support for 1,670 jobs and Gross Regional Product in the Northern Adelaide Region of \$216.9 million; and
- support for 2,570 jobs and Gross State Product of \$354.8 million to the broader South Australian economy.

Table 3-2 of the dMP shows the forecast employment growth for the initial 8-year period and the 20-year planning period.

(b) the effect that carrying out the plan would be likely to have on use of land:

- within the airport site concerned; and
- in areas surrounding the airport.

The department considers the dMP outlines the impact it will have on the use of land within the airport and for areas surrounding the airport for the planning period.

Effect of the dMP within the airport site

The dMP sufficiently details precinct plans for the airport site that will support future aviation development and non-aviation development to meet forecast aircraft movements and non-aviation developments. The dMP proposes a broad range of land uses to be permissible within the non-aviation precincts with more restricted potential land uses within the aviation precincts.

Section 7.2 of the dMP outlines the planning framework to guide development at Parafield Airport. Parafield Airport is divided into five separate precincts, each with a distinct development intent. To guide development, each precinct is defined by the following:

- Desired Outcomes – describes the purpose and intended use.
- Desired Character – statement expressing how the precinct could look and feel in the future.
- Assessment Criteria – guides development within the precinct.
- Concept Plan – spatial representation of the precincts.
- Categories of Development – guides the types of land uses appropriate to the precincts. Categories of development include:
 - Performance Assessed – Envisaged Development (suitable for of development); and
 - Restricted Development – generally incompatible forms of development.

The five precincts are:

Runways precinct: Comprising approximately 51% of the total land at the airport, the Runways precinct supports the safe and secure operation, movement and parking of fixed-wing aircraft and helicopters and ancillary activities and services such as navigation aids. Development within the precinct focuses on aviation needs with ancillary or associated development and support facilities such as infrastructure and utilities. Table 7-2 of the dMP outlines the envisaged and restricted developments. The envisaged developments are consistent with an aviation related area.

Airport Business precinct: Comprising approximately 16% of the total land at the airport, the Airports Business precinct has three policy areas – Aviation-related activities, flight training accommodation and business policy. Table 7-3 of the dMP outlines the envisaged and restricted developments for each policy area, which are consistent with the aviation-related and business policy areas.

Commercial precinct: Comprising approximately 11% of the total land at the airport, the Commercial precinct supports a range of commercial, service trade, large-format retailing and associated activities. PAL notes that any developments will be sited and designed to avoid impacting airport operations. Table 7-4 of the dMP outlines the envisaged and restricted developments for the precinct, which are consistent with precinct's outcomes.

Bennett precinct: Comprising approximately 3% of the total land of the airport, the Bennett precinct comprises the Vernal Pools environmental management zone. As such, PAL notes that any developments within the precinct will be of a type and scale that does not detrimentally impact the environmental management zone or the precinct's relationship to the runway centrelines. **Table 7-5** of the dMP outlines the envisaged and restricted developments for the precinct. The potential land uses are smaller in nature and a subject to airport safeguarding and environmental considerations.

Enterprise precinct: Comprising approximately 19% of the total land of the airport, the Enterprise precinct is largely vacant and has been designed to support a range of land uses including commercial, industrial and logistics activities. A sensitive development, in terms of an expansion of the adjacent University of South Australia (tertiary education sensitivity) has been included in the potential land uses. **Table 7-6** of the dMP outlines the envisaged and restricted developments for the precinct. These developments are consistent with the precinct's outcomes.

A more detailed assessment of the effect the plan would have on land use within the airport is provided in the assessment against section 71(3)(c) in **Attachment D1** to MS24-001190.

Effect of the dMP on areas surrounding the airport

Figure 13.16 of the dMP shows the ANEF contours, endorsed by Airservices on 14 December 2023, for the areas surrounding the airport. PAL notes that the 2017 Master Plan used a different modelling tool – the Integrated Noise Model (INM). While the modelling remains similar between AEDT and INM, AEDT improves the accuracy of noise modelling through updated aircraft performance and noise data. As a result, the ANEF contours differ slightly between INM and AEDT.

The modelling looked at 2022 actual movements (what is termed an Australian Noise Exposure Index) and a 2043 forecast (ANEF). A 20-year ANEF has been used, which is considered standard ANEF forecasting.

Flight movements, as specified in **Section 6** of the dMP, along with updated aircraft mix, flight paths and runway usage were all used to model the ANEF. **Table 13-4** of the dMP shows the runway direction usage at the airport, while **Table 13-5** of the dMP shows the 2043 forecast movements by aircraft type.

Section 13.7.3 discusses the limitations of the ANEF system for communicating aircraft noise exposure and, as recommended by the National Airport Safeguarding Framework, Number Above modelling has also been included in the dMP. Both N60 (100 average daily events above 60 dBA) and N70 (100 average daily events above 70 dBA) are included at **Figures 13.17 and 13.8** of the dMP.

Section 13.7.4 of the dMP discusses the changes between the 2043 ANEF and the previous 2037 ANEF, included in the 2017 Master Plan. In general terms, the 2043 contours have retracted slightly to the north and south and extended to the east and west. These changes have been attributed to:

- use of new modelling software in the form of the AEDT;
- improvements in baseline data on current operations and forecast assumptions;
- runway use allocation;
- aircraft types and number of movements of each aircraft type;
- future location of the helipad;
- slight reduction in the forecast number of aircraft operating at the airport over the 20-year period (in comparison to the 2037 ANEF);
- different noise profile for the Diamond DA40 aircraft that flies a large portion of operations;
- use of calibrated operational profiles; and
- improved dispersion of aircraft traffic noise across the flight track.

Section 13.7.4 discusses the buildings within ANEF contour zones. While PAL states that there are no residential dwellings within the 2043 ANEF 30 or 35 contours, the 2043 ANEF does show residential dwellings within the 20 to 25 ANEF (which is conditionally acceptable when noise abatement measures such as double-glazing of windows will reduce noise levels below 50 dBA indoors). It should be noted however, that contours are used for land planning for future developments rather than existing developments.

The Number Above contours 2043 Forecast map at **Figure 13.18** of the dMP shows an expansion to both the 100 average daily events above 60 decibels and the 100 average daily events above 70 decibels. This expands these two contours within existing residential areas. While the Act does not refer to N60 or N70 contours in terms of Master Plan assessment, the base effect is that more people will be affected by aircraft noise in 2043 as opposed to 2022. This appears to be a direct effect of the increase in aircraft movements, forecast in **Section 6** of the dMP.

Section 13.7.4 of the dMP discusses the dwellings within each of the ANEF 2043 contours:

- no residential dwellings located within the 30-35 contours;
- the 35 contour is within the airport site;
- the majority of the 30 contour is within the airport site and includes general aviation hangars, the Parafield Airport Heritage Centre, District Outlet Centre, HomeCo Commercial centre, Parafield Service Centre and the Rivergum Homes Display Village;
- there are three small areas that fall outside of the airport that are within the 30 contour:
 - an area to the north, including a section of Kings Road, vacant/undeveloped land, a mechanic workshop and a dog day care centre;
 - an area to the east, including a portion of Main North Road and commercial facilities for a petrol station, storage units, automotive wreckers and parts suppliers and equipment sales; and
 - an area to the south, incorporating a section of Elder Smith Road and one hectare of the Mawson Lakes Golf Course.

Page 24 of the Supplementary Report (Volume 1) shows a comparison of residential dwelling locations between the 2037 and 2043 ANEF:

ANEF RANGE	NUMBER OF RESIDENTIAL DWELLINGS	
	2037 ANEF	2043 ANEF
ANEF 20-25	5148	4354
ANEF 25-30	371	231
ANEF 30-35	0	0
ANEF 30-35	0	0

The AS2021:2015 Table of Building Site Acceptability Base on ANEF Zones specifies that commercial buildings are conditionally acceptable within the 25-35 ANEF contour, light industrial is conditionally acceptable with the 30-40 ANEF contour and other industrial uses are acceptable in all ANEF contours.

Section 10 of the dMP discusses the Ground Transport Plan.

Figure 10.3 of the dMP shows the existing and forecast daily vehicle movements at the airport. Modelling suggests that there will be an increase of daily movements from 29,000 in 2023 to 39,000 in 2031 and to 66,000 in 2043. PAL states, in **Section 10.8.1** that this increase is driven primarily from further commercial development at the airport and as such, are indicative due to the dependency upon development at the airport.

Figure 10.1 of the dMP shows the existing external road and rail network surrounding the airport while Figure 10.2 of the dMP provides the wider metropolitan Adelaide road context. The majority of access to the airport is by private motor vehicle. While PAL supports opportunities for an increase in public and active transport, it acknowledges that private motor vehicles will continue to make up the highest share of expected modes of access.

A rail line for both passengers and freight is on the western side of the airport. The freight rail line provides for the majority of freight opportunities for the airport although the existing external road network does support larger road transport vehicles. Public transport to the airport is primarily provided by passenger rail services and bus services.

Section 10.12 of the dMP discuss the provision of active travel at the airport. PAL notes there are series of cycling and shared paths (bicycle and pedestrian) within, around and connecting the airport site. Cycleways consist of off-road shared paths and on-road bicycle paths. There are on-road bicycle lanes in both directions along Main North Road and Elder Smith Road and an off-road shared path along the western boundary of the airport and a portion of the northern boundary to Dakota Drive.

Figure 10.8 of the dMP shows the existing and potential future cycleways and shared paths

Future opportunities for active travel, noted by PAL, include:

- extension of the off-road shared path along the northern boundary;
- extension of the path adjacent to the Main North Road; and
- off-road shared path within the Bennett Precinct.

The primary pedestrian network servicing the airport is focused on the developed areas of the Airport Business and Commercial precincts. Proposed walkways, as shown in Figure 10.8 of the dMP aim to improve connectivity to other existing or proposed paths. For the Commercial precinct, proposed paths will be extended in line with future developments. For yet to be developed precincts, walkways and connectivity will be key considerations for precinct planning and development.

Section 12.2 of the dMP discusses the National Airports Safeguarding Framework (NASF) and the nine NASF guidelines (at Table 12-1 of the dMP). PAL states that these safeguarding measures are applied by PAL in its land use planning. PAL also notes that it will continue to encourage the South Australian government to ensure that all guidelines are incorporated into the assessment process of off-airport developments in areas which could potentially affect the safe operation of the runways or flight paths.

(c) the consultations undertaken in preparing the plan (including the outcome of the consultations);

The department is satisfied with the extent of consultations PAL has undertaken in preparing the dMP. Section 3 of the Supplementary Report (Volume 1) outlines the consultation process and tools used through the pdMP stage. PAL undertook extensive engagement, utilising in-person engagement opportunities, print media, dedicated web page and web forms, radio and social media to ensure that opportunities were provided to the public and stakeholders to provide feedback on the pdMP.

Consultation Outcomes:

PAL received a total of 54 submissions, broken down into four categories – Community (42), Government (Federal, State and Local) (8), Non-Government Organisations (3) and the Aviation Industry (1).

Section 4.2 of the Supplementary Report (Volume 1), summarised the submissions by theme and the response by PAL to the submissions. It is noted that many of the submissions contained multiple themes. Each submission and response are provided in the Supplementary Report (Volume 2). PAL summarised submission topics against the sections within the dMP and provided a summary response to each issue raised. Submissions were concerned with:

- support for the Master Plan;
- acknowledgement of the airport's place in South Australian civil and military history;
- the veracity of economic modelling;
- planning regulation at the airport;
- foreign ownership;
- community consultation;
- introduction of electric aircraft;
- land use planning;
- retail development;
- assessment of impacts of future developments;
- sensitive developments;
- risks with drones and air taxis;
- runway changes;
- upgrade the airport for regional/interstate operations;
- vehicle traffic modelling;
- external road network planning;
- publication of the Infrastructure Deed between the South Australian Department of Infrastructure and PAL;
- future rail spur development;
- improving public transport to the airport;
- improving active travel measures to the airport;
- safeguarding airport operations;
- safeguarding the community through implementation of Public Safety Areas;
- impact on off-airport developments due to windshear and turbulence requirements;
- impact of safeguarding measures on off-airport land;
- risk of aircraft crash on surrounding areas;
- support for the airport's environment strategy;
- air quality monitoring for aviation impacts;
- continued use of leaded aviation fuel and impact on air quality;
- further information on built heritage;
- management of site contamination;
- management of ground-based noise;
- management of the airport's heat island effect;
- awareness of greenhouse gas emissions;
- PFAS management; and
- runway theoretical capacity.

Aircraft noise

By far the largest number of submissions were concerned with aircraft noise impacts and the restriction of aircraft movements. Twenty-two community submissions stated that they did not support an increase in aircraft movements. Below are the submission topics received relating to aircraft noise:

- concerns with existing aircraft noise;
- desire to reduce noise exposure;
- benchmarking to quantify if the airport's noise management approach is improving or deteriorating;
- clarification on aircraft noise complaints process;
- introduction of aircraft noise decibel limits;
- additional aircraft noise monitoring;
- notification of noise to new residents;
- Fly Neighbourly Program should be mandatory;
- Fly Neighbourly Program is not adhered to or enforced;

- Further information on Fly Neighbourly principles;
- Proposed changes to the Fly Neighbourly program;
- Proposed introduction of a curfew;
- Proposed cap on the number of student pilots;
- Proposed cap on the number of movements/circuits;
- Increased charges for flight schools;
- Increased aircraft movements since COVID;
- Request to change/reassess flight paths;
- Proposal to relocate/share night circuits;
- Close or relocate Parafield Airport;
- Relocate pilot training;
- Relocate helicopter operations;
- Proposed change to runway usage;
- Strategy to reduce propeller/engine noise;
- Changes to the ANEF;
- Noise modelling not representative of actual experience;
- Forecast movement analysis;
- Impact of aircraft noise on property values;
- Health impacts of aircraft noise;
- Impact of noise on primary and high schools;
- Introduction of a noise insulation/compensation scheme; and
- Airport was here first argument sentiment causing community concerns to be disregarded.

PAL responded to each of these issues directly and made the following general points in response:

- Parafield Airport is considered to be a world standard pilot training airport, generating export revenue as well as reputational benefits for South Australia. Further, PAL states that noise is an un-avoidable by-product of airport operations but recognises that it has a role to balance the airport's operations and future growth with the views of surrounding communities.
- PAL identified its consultation forums, it's ongoing relationship with Airservices and the Fly Neighbourly program as its aircraft noise mitigation process.
- Although pilot training flying hours and training requirements are prescribed by CASA, PAL will continue to engage with fly training schools to mitigate, where possible, the effects of aircraft noise.
- PAL acknowledges that pilot training numbers are determined by the flight schools and PAL cannot mandate limits on the number of students undertaking pilot training. The major flying schools at Parafield Airport have partnered with universities and TAFE colleges across Australia along with a number of international airlines across the Asia and Oceania regions.
- The Fly Neighbourly program currently restricts circuit training hours to between 7am and 10pm on weeknights, 7am to 9pm on Saturday and 8.30am to 9pm on Sunday. No circuit training is conducted on Christmas Day, New Years Day or before 9am on ANZAC Day.
- PAL recognises that the introduction of a curfew is a Commonwealth policy position and PAL would not support such a curfew. PAL considers that the Fly Neighbourly program provides sufficient respite from circuit training after 10pm.
- Night circuit training is an essential component of the pilot training syllabus. The airport has only one runway with lighting for night operations or low visibility conditions. All night circuits have to operate from this runway. During day light hours, the higher terrain can be seen by pilots and circuits can be safely conducted on the east side of the runway, however, during night operations and low visibility conditions, pilots must rely on instrument procedures. The area to the east of runway 03L/21R has been marked on all instrument procedure plates as a no-circling area by Airservices.
- There are no plans to close or relocate the airport. As a condition of the Airport Lease with the Commonwealth, PAL must operate the site as an airport for the duration of the lease term.

- **Section 5.2.1** of the dMP describes the inherent advantages that make Parafield Airport ideal for pilot training. Most of these advantages are not found at other airports around South Australia. In particular, Parafield Airport is the only airport in South Australia with a parallel runway system and only one of three airports that have Air Traffic Control.
- Helicopter operations make up 3.8% of aircraft movements at Parafield Airport. Helicopter pilot training and circuits are developed in liaison between the training schools and Airservices, following CASA guidelines.
- PAL is committed to working with local operators and the Technical Working Group to monitor, and where feasible, minimise noise exposure. PAL noted the example of one of the flying schools replacing engines on seven of its aircraft which residents reported were noisier. The Technical Working Group requested the flying school work with CASA to explore whether the circuit arrival procedures could be amended so that the landing configuration could occur later in the flight to allow the engines to run at a slow rate and with a quieter propeller setting. This change was approved by CASA and implemented by the flying school.
- Submissions to the ANEF and other noise modelling methods were referred to **Section 13** of the dMP where the ANEF modelling and forecast were explained, along with the noise-above contours (N-Contours).
- PAL states that it stands by its view that an individual's experience of aircraft noise will vary due to a range of factors. This view has been formed over a number of years of community engagement and through the views shared by the previous Aircraft Noise Ombudsmen, Mr Ron Brent. This view was also the background of the Survey of Community Reaction study conducted in 1982 to inform the ANEF system.

In general, PAL states that while aircraft noise generation is an unavoidable part of operations of airports such as Parafield Airport, it will endeavour to use continuing consultation, its work with the Fly Neighbourly program and through its consultation with flight training schools to mitigate, where possible, the effects of aircraft noise on the surrounding community.

(d) the views of the Civil Aviation Safety Authority and Airservices Australia, in so far as they relate to safety aspects and operational aspects of the plan.

Civil Aviation Safety Authority (CASA)

In correspondence dated 25 June 2024, CASA advised the dMP does not raise any aviation safety concerns.

Airservices Australia (Airservices)

In correspondence dated 3 July 2024, Airservices advised the dMP does not raise any significant safety or operational issues as relevant to its services.

Airservices recommends the reference to departures in **Section 8.6.1.2** of the dMP be removed from the first paragraph as it is not accurate – the Non-Direction Beacon (NDB) is not used for the currently published departures. Also, reference to the Parafield NDB decommissioning should reflect its current position – that Airservices is reviewing the navigational aid network but is yet to finalise any program that includes decommissioning of the Parafield NDB.

It was further noted that reference to the Aviation Environmental Design Tool (AEDT) in **Section 13.5.3** should state version 3e, not 3c and references to the 2043 ANEF contours in **Section 13.6.2** should remove the word 'forecast' as the ANEF has been endorsed for technical accuracy by Airservices.

These changes will be requested in the letter to PAL at **Attachment A1** of MS24-001190.

81(4) Subsection (3) does not, by implication, limit the matters to which the Minister may have regard.

NOTED

81(5) If the Minister neither approves, nor refuses to approve, the plan before the end of:

- (a) The period of 50 business days after the day on which the Minister received the draft plan; or**
- (b) A longer period (of no more than an extra 10 business days) that the Minister specifies in a written notice to the airport-lessee company;**

the Minister is taken, at the end of that period, to have approved the plan under subsection (2).

The last day for decision to be made without the dMP being taken to have been approved is 19 August 2024.



Parafield Airport Master Plan 2024

Supplementary Report - Volume 1



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1

Introduction





Released under the Freedom of Information Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

1.1 Introduction

Parafield Airport is the major general aviation and pilot training airport in South Australia with the first aircraft operations commencing in 1927. Parafield Airport has progressively developed to meet the growing aviation and pilot training needs of airlines throughout Australasia.

Parafield Airport Limited (PAL) is a wholly owned subsidiary of Adelaide Airport Limited (AAL) which purchased the operating leases for Adelaide and Parafield airports from the Commonwealth, in May 1998, to operate both airports for the next 50 years with an option 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.

Master Plan 2024 is the fifth Master Plan prepared by PAL for Parafield Airport building on the aeronautical requirements, environmental management and land use development concepts established in the previous master plans with **no significant** deviations. It outlines the vision for the development of Parafield Airport over the next 20 years with a detailed focus on the next 8 years.

Master Plan 2024 focuses on the continued development of Parafield Airport as an aviation training centre of excellence and a vibrant economic hub.

This is the Supplementary Report for the Draft Master Plan 2024. It outlines Parafield Airport's engagement with stakeholders and the community throughout the development of the Preliminary Draft Master Plan 2024, and response to written comments received during the 60 business day public comment period.

Since the Master Plan 2017, Parafield Airport has continued to evolve and develop in line with the requirements and opportunities identified in the Parafield Airport Master Plan 2017.

Parafield Airport Limited's (PAL) vision for Parafield Airport, as part of Adelaide Airport Limited, is to be:

**Everyone's Favourite Airport.
Seamless. Connected. Easy.**

In delivering on PAL's vision for the airport, the focus areas for the development and execution of this Master Plan 2024 include:

Supporting the aviation industry

Parafield Airport is one of the busiest general aviation airports in Australia with over 90% of current air traffic movements related to pilot training. There is also a range of other general aviation activities that occur, such as aerial agriculture, aerial photography, and charter services. The number of annual aircraft movements forecast by 2043 is predicted to increase at an average rate of 2.1 per cent annually. PAL has considered these forecast increases and planned for the development of aviation infrastructure to enable the growth in aircraft movements to occur in a well-planned and efficient manner.

Striving for innovative solutions

Emerging and innovative technologies such as the use of sustainable and alternative aviation fuels, electric aircraft, drones for parcel delivery, and vertical take-off and landing (VTOL) aircraft, will improve and optimise operations for both PAL and its tenants, both aeronautical and commercial. Adaptable staging and timing of infrastructure investment allows PAL to consider and respond to opportunities for incorporating and preparing for innovations as they emerge.

Achieving sustainable outcomes.

Sustainability is at the core of the way PAL does business. PAL's philosophy is to operate and develop Parafield Airport in accordance with the principles of sustainable development, recognising that the success of the airport can be enhanced by conducting business in a way that is environmentally, socially and economically responsible. PAL has a great track record in environmental management of the Parafield Airport Estate and will continue this practice as well as expand our focus to sustainable initiatives.

The following development objectives guide future investments in facilities and infrastructure for the airport.

1.2 Snapshot of Parafield Airport



Contribute to the economic growth of the Northern Adelaide region



Work with pilot training schools, general aviation industry, government, and the community



Embed sustainability in all that we do



Protect the safety and security of assets and people



Deliver innovative solutions for all airport users



Deliver infrastructure to support operations and the commercial viability of the airport

Parafield Airport is located approximately 18 kilometres north of the city of Adelaide's Central Business District (CBD) and occupies a site of approximately 433 hectares.

Driving Northern Adelaide and South Australia's Economy

Parafield Airport makes a significant contribution to both Northern Adelaide and the South Australian economy associated with the Airport's overall business activities. Over 103 businesses operate from Parafield Airport, including pilot training and aviation support operations, as well as commercial businesses and retail hubs located within the commercial estate, contributing an estimated \$354.8 million to the South Australian economy in 2022, equivalent to 0.276 per cent of Gross State Product (GSP).

World class flight training

Parafield Airport is home to a range of aviation training providers with Flight Training Adelaide (FTA) being the largest. Since the 2017 Master Plan, FTA has continued to thrive at Parafield Airport, although did have a downturn in pilot training numbers throughout the COVID period. During this time FTA has expanded their operations with a new facility at Brisbane West Wellcamp Airport in Toowoomba, Queensland. FTA also considered relocating some of their Adelaide operations to Port Lincoln Airport, however this was not supported by the Port Lincoln community and therefore wasn't considered further.

Situated near Adelaide Airport, and adjacent to a military airfield, Parafield Airport is internationally regarded for its suitability for pilot training qualifications requiring a high standard of performance.

Aviation growth

During 2022, Parafield Airport managed approximately 4,200 aircraft movements every week, with the majority being pilot training flights.

The forecast growth and subsequent plans for aviation and airside facilities identified in the Master Plan 2017 have ensured that the airport facilities keep pace and continue to offer first class facilities for the aviation and flight training industry. Parafield Airport has continued to update facilities including planning for aviation support facilities, and improved efficiencies of existing aircraft pavement areas. This includes a surface spray treatment of Runway 03R/21L, widening of Taxiway Sierra, and the expansion of the southern apron to provide additional aircraft parking.

Complementary development

The Parafield Aviation Heritage Centre was opened on 17 April 2018. Housed in the original clubrooms of the Royal Aero Club built in 1927, the Centre includes memorabilia and historical accounts from Parafield Airport and South Australia's early aviation pioneers. The Centre is a visitor attraction for the northern suburbs and an educational hub for school groups.

Many of the developments outlined in the Master Plan 2017 have been realised. Recent developments include a mix of aeronautical and non-aeronautical facilities, such as the new ambulance station for SA Ambulance Service, site redevelopment and a new hangar for Aerotech, construction of the Parafield Service Centre which is anchored by Sydney Tools, RSEA Safety and KFC, relocation of the Rivergum Homes Display Centre, and repurposing the ex-Masters building for the HomeCo facility which includes Officeworks, Supercheap Auto, Tradezone and Tool Kit Depot. The Rivergum Homes Display site was relocated further south to its current location in 2019. In June 2021 construction commenced on the District Outlet Centre, which was completed in July 2023. These offerings add to the commercial ecology at the airport, attracting business investment and servicing the surrounding residential population.



Managing Aircraft Noise and Surrounding Community Areas

Noise is an unavoidable by-product of airport operations. PAL's role as the airport operator is to balance the airport's operations and future growth with the views of surrounding communities. PAL works closely with flight training operators, Airservices, and through the Parafield Airport Consultative Committee (PACC) and the Technical Working Group (TWG), to monitor and minimise aircraft noise where feasible.

Community concerns about aircraft noise are recognised and there are a broad range of programs in place to manage aircraft noise at Parafield Airport. Parafield Airport is operational 24 hours a day, 7 days a week and aircraft may arrive or depart at any time, however the Fly Neighbourly (previously referred to as the Fly Friendly) program restricts circuit training hours

to 7am and 10pm (wherever possible, and no later than 11pm) on weeknights, 7am to 9pm on Saturday, 8.30am to 9pm on Sunday, with no circuit training on Christmas Day, New Years Day, or before 9am on ANZAC Day. While the Fly Neighbourly program is a voluntary program, all of the flying schools located at Parafield Airport have adopted the Fly Neighbourly program.

The ICAO Balanced Approach to Aircraft Noise Management is the main overarching policy for the aviation industry and requires that all available options be evaluated to identify the most cost-effective measure or combination of measures to mitigate a specific noise problem. PAL continues to work with Airservices, and flight training operators to explore options to reduce noise exposure, however as the operations at Parafield are guided by international standards and regulations any change will likely only impact at the margins.

Aircraft operators at Parafield Airport have expressed a strong intention to take up electric or hybrid aircraft types when they become available and viable, however there are some challenges that must be overcome for electric aircraft to become available and a viable option for the general aviation industry. While the timing of the commencement of electric aircraft at Parafield Airport is not known, the global advances in electric aircraft technology provides assurance that they will be introduced in Australia within the planning period of this Master Plan. Based on this information, as well as other economic and general aviation data, it is forecast that the proportion of total movements by electric/hybrid aircraft types could increase from an estimated 17 per cent in 2031 to 69 per cent in 2043.

There is substantial online literature to indicate that electric aircraft are quieter than traditional aircraft combustion engines and will improve noise outcomes for the community. However, the extent of the noise reduction will not be known until electric aircraft types begin regular operation.

PAL will continue to work with flight operators and monitor emerging trends. PAL will also ensure that Parafield Airport has the infrastructure to support emerging technologies where appropriate.

Provision of current and future aircraft noise information is key to ensuring the community are well informed about operations at Parafield. An ANEF was technically endorsed by Airservices in December 2023. However, the limitations of the ANEF for communicating aircraft noise is well recognised, and the Master Plan includes Number-above modelling as recommended by the NASF to communicate aircraft noise exposure to the community.

PAL continues to investigate suitable ways of providing understandable and relevant information to residents surrounding the airport about how the airport and runways operate.

1.3. Areas of Interest



103 individual businesses



433 hectare site



Employment:

- Direct jobs - 1,249 FTEs.
- Induced jobs - 1,321



Added to SA state economy in 2022

- Airport Economic Activity - \$354.8 million
- Gross State Product - 0.3%



219,000 aircraft movements in 2022



4 runways



40% carbon emission reduction* in 2022

* Airports Carbon Accreditation for airport operations

Through the public comment period, 6 January 2024 to 4 April 2024, 54 submissions were received from a range of community members, organisations and government agencies.

The following key areas of interest were presented in the submissions:

- Clarification on the economic assessment and ground transport capacity and impact modelling.
- Additional aircraft movements and the impact on local community, including aircraft noise, health impacts and risk associated with aircraft accidents in residential areas.
- Impact of aircraft noise exposure (current movements and future forecast) on local residents, with particular concern raised around the impact of night-time circuit operations.
- Changes to the ground transport access and egress along Kings Road and Elder Smith Road and concern around the impacts of these changes to capacity, safety and vehicle flows.
- Envisaged Uses and potential impacts associated with these uses on surrounding areas.
- Electric aircraft alternatives – both support and scepticism expressed on the impact that electric aircraft will have on reducing noise impacts.

Section 4 provides a more comprehensive listing of the issues in the submissions and how PAL has had due regard to those issues in the preparation of the Draft Master Plan. Following a review of the submissions, changes have been made to the document prior to submitting the Draft Master Plan 2024 to the Minister for consideration. These changes are covered in Section 5.

1.4. Purpose and Scope of the Supplementary Report

This Supplementary Report has been prepared to support and assist the Minister for Infrastructure, Transport, Regional Development and Local Government with consideration of the Parafield Airport Draft Master Plan 2024.

In accordance with the requirements of the *Airports Act 1996*, this Supplementary Report provides:

- A list of persons consulted and summary of the views expressed.
- Copies of written comments received during the public comment period for the Preliminary Draft Master Plan 2024.
- PAL's due regard to the written comments.
- Changes made to the Preliminary Draft Master Plan 2024 following the review of the written comments.

This Supplementary Report addresses requirements under Section 79 (1B), 79 (2)(b) and 80 (2) of the *Airports Act 1996*. The provision of certificates and statements that must accompany a Draft Master Plan lodged with the Minister for Infrastructure, Transport, Regional Development and Local Government are provided below.

This Supplementary Report is presented in five sections plus Appendices.

Section 1 - Introduction:

Introduces the Parafield Airport Draft Master Plan 2024 and sets out the purpose and scope of this Supplementary Report.

Section 2 - Consultation:

Discusses PAL's approach to developing the Master Plan 2024 and key issues and concerns raised through the consultation process.

Section 3 - Public Engagement:

Details the public engagement programme undertaken for the Preliminary Draft Master Plan 2024.

Section 4 - Submissions and Responses:

Outlines the remarks, issues and concerns raised within the written comments on the Preliminary Draft Master Plan 2024 and PAL's response to these matters.

Section 5 - Conclusion and Changes:

Outlines the changes that have been made to the Draft Master Plan 2024 and the submission of this document to the Commonwealth Minister for consideration.

Appendices:

Copies of documentation relevant to consultation and public engagement.

1.5. Legislative Framework

The *Airports Act 1996* is the principal legislation regulating the ownership, management and operation of leased Commonwealth airports. Parts 5 and 6 of the *Airports Act* prescribe controls over land-use planning, development control and environmental management at airports.

Under Section 70 of the *Airports Act*, Parafield Airport is required to have a final Master Plan that has been approved by the Commonwealth Minister for Infrastructure, Transport, Regional Development and Local Government. Prior to submitting a Master Plan to the Minister, PAL is required to consider all written feedback received during a 60-business day public exhibition period.

The purpose of a final Master Plan is to:

- Establish the strategic direction for efficient and economic development at the airport over the planning period of the plan.
- Provide for the development of additional uses of the airport site.
- Indicate to the public the intended uses of the airport site.
- Reduce potential conflicts between users of the airport site, and to ensure that use of the airport site is compatible with the areas surrounding the airport.
- Ensure that all operations at the airport are undertaken in accordance with relevant environmental legislation and standards.
- Establish a framework for assessing compliance with relevant environmental legislation and standards.
- Promote the continual improvement of environmental management at the airport.

A key component of the Master Plan process is the requirement for extensive consultation with Commonwealth, State and Local Governments, aviation operators, airport tenants, and the community. The Preliminary Draft Master Plan 2024 was released for a public exhibition period of 60 business days, from 6 January to 4 April 2024.

Where appropriate, the concerns and issues raised during the public exhibition period have been incorporated into the Draft Master Plan 2024.

The Parafield Airport Master Plan must be prepared in accordance with the requirements of the *Airports Act 1996* and associated Regulations. The legislation specifies elements that are to be addressed within a Master Plan.

The following table outlines the Parafield Airport Master Plan 2024 compliance with the *Airports Act* and should be used to reference how each element of the legislation is addressed within the Master Plan 2024.

Compliance with the Airports Act 1996

REQUIREMENTS UNDER PART 5, DIVISION 3, SECTION 70(2) FINAL MASTER PLANS		SECTION RESPONSE
THE PURPOSES OF A FINAL MASTER PLAN FOR AN AIRPORT ARE:		
a.	to establish the strategic direction for efficient and economic development at the airport over the planning period of the plan	Sections 3 and 5
b.	to provide for the development of additional uses of the airport site	Sections 7 and 9
c.	to indicate to the public the intended uses of the airport site	Section 7
d.	to reduce potential conflicts between uses of the airport site, and to ensure that uses of the airport site are compatible with the areas surrounding the airport	Sections 5 and 7
e.	to ensure that all operations at the airport are undertaken in accordance with relevant environmental legislation and standards	Section 14
f.	to establish a framework for assessing compliance at the airport with relevant environmental legislation and standards	Section 14
g.	to promote the continual improvement of environmental management at the airport	Section 14
REQUIREMENTS UNDER PART 5, DIVISION 3, SECTION 71(2) CONTENTS OF DRAFT OR FINAL MASTER PLAN		SECTION RESPONSE
a.	the airport-lessee company's development objectives for the airport	Section 5
b.	the airport-lessee company's 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	Sections 4, 5, 6, 7, 8, 9, 10 and 11
c.	the airport-lessee company's intentions 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
d.	an Australian Noise Exposure Forecast (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport	Section 13 and Appendix B
da.	flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport	Section 13
e.	the airport-lessee company's plans, developed following consultations with the airlines that use the airport and local government bodies in the vicinity of the airport, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels	Section 13 and Appendix B
f.	the airport-lessee company's assessment of environmental issues that might reasonably be expected to be associated with the implementation of the plan	Section 14
g.	the airport-lessee company's plans for dealing with the environmental issues mentioned in paragraph (f) (including plans for ameliorating or preventing environmental impacts)	Section 14

REQUIREMENTS UNDER PART 5, DIVISION 3, SECTION 71(2) CONTENTS OF DRAFT OR FINAL MASTER PLAN	SECTION RESPONSE
ga. in relation to the first 8 years of the master plan – a 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 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	Section 10
gb. in relation to the first 8 years of the master plan - detailed information on the proposed developments in the master plan that are to be used for: i. commercial, community, office or retail purposes ii. for any other purpose that is not related to airport services	Section 9
gc. in relation to the first 8 years of the master plan - the likely effect of the proposed developments in the master plan on: i. employment levels at the airport 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	Section 3
h. 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 viii. details of the consultations undertaken in preparing the strategy (including the outcome of the consultations) ix. any other matters that are prescribed in the regulations	Section 14
i. such other matters (if any) as are specified in the regulations	

REQUIREMENTS UNDER PART 5, DIVISION 3, SECTION 71A DRAFT OR FINAL MASTER PLAN MUST IDENTIFY PROPOSED SENSITIVE DEVELOPMENTS		SECTION RESPONSE
1.	A draft or final master plan must identify any proposed sensitive development in the plan.	Section 7
2.	A sensitive development is the development of, or a redevelopment that increases the capacity of, any of the following: a. a residential dwelling b. a community care facility c. a pre-school d. a primary, secondary, tertiary or other educational institution e. a hospital	Section 7
(2A)	A sensitive development does not include the following: a. an aviation educational facility b. accommodation for students studying at an aviation educational facility at the airport c. a facility with the primary purpose of providing emergency medical treatment and which does not have inpatient facilities d. a facility with the primary purpose of providing in-house training to staff of an organisation conducting operations at the airport	Noted

REQUIREMENTS UNDER PART 5, DIVISION 3, SECTION 79 PUBLIC COMMENT OR ADVICE TO STATE ETC.		SECTION RESPONSE
ADVICE TO STATE ETC.		
(1A)	Before giving the Minister a draft master plan for an airport under section 75, 76 or 78, the airport-lessee company for the airport must advise, in writing, the following persons of its intention to give the Minister the draft master plan: a. the Minister, of the State in which the airport is situated, with responsibility for town planning or use of land b. the authority of that State with responsibility for town planning or use of land c. each local government body with responsibility for an area surrounding the airport	Notification provided on 4 January 2024.
(1B)	The draft plan submitted to the Minister must be accompanied by: a. a copy of the advice given under subsection (1A); and b. a written certificate signed on behalf of the company listing the names of those to whom the advice was given.	Supplementary Report

REQUIREMENTS UNDER PART 5, DIVISION 3, SECTION 79 PUBLIC COMMENT OR ADVICE TO STATE ETC.	SECTION RESPONSE
PUBLIC COMMENT	
(1) After giving the advice under subsection (1A), but before giving the Minister the draft master plan, the company must also: a. cause to be published in a newspaper circulating generally in the State in which the airport is situated, and on the airport's website, a notice: i. stating that the company has prepared a preliminary version of the draft plan; and ii. stating that copies of the preliminary version will be available for inspection and purchase by members of the public during normal office hours throughout the period of 60 business days after the publication of the notice; and iii. specifying the place or places where the copies will be available for inspection and purchase; and - iiia. in the case of a notice published in a newspaper—stating that copies of the preliminary version will be available free of charge to members of the public on the airport's website throughout the period of 60 business days after the publication of the notice; and - iiib. in the case of a notice published in a newspaper—specifying the address of the airport's website; and iv. in any case—inviting members of the public to give written comments about the preliminary version to the company within 60 business days after the publication of the notice; and b. make copies of the preliminary version available for inspection and purchase by members of the public in accordance with the notice; and c. make copies of the preliminary version available free of charge to members of the public on the airport's website: i. in a readily accessible format that is acceptable to the Minister; and ii. in accordance with the notice.	Supplementary Report Notice provided in the Advertiser on 6 January 2024 and copies made available, as outlined, from 6 January to 4 April 2024.
(2) If members of the public (including persons covered by subsection (1A)) have given written comments about the preliminary version in accordance with the notice, the draft plan submitted to the Minister must be accompanied by: a. copies of those comments; and b. a written certificate signed on behalf of the company: i. listing the names of those members of the public; and ii. summarising those comments; and iii. demonstrating that the company has had due regard to those comments in preparing the draft plan; and iv. setting out such other information (if any) about those comments as is specified in the regulations.	Supplementary Report
(3) Subsection (2) does not, by implication, limit the matters to which the company may have regard.	Noted

REQUIREMENTS UNDER PART 5, DIVISION 3, SECTION 80 CONSULTATIONS	SECTION RESPONSE
(1) This section applies if: a. an airport-lessee company gives the Minister a draft master plan under section 75, 76 or 78; and b. before the publication under section 79 of a notice about the plan, the company consulted (other than by giving an advice under subsection 79(1A)) a person covered by any of the following subparagraphs: i. a State government ii. an authority of a State iii. a local government body iv. an airline or other user of the airport concerned v. any other person.	Supplementary Report
(2) The draft plan submitted to the Minister must be accompanied by a written statement signed on behalf of the company: a. listing the names of the persons consulted; and b. summarising the views expressed by the persons consulted.	Supplementary Report

REQUIREMENTS UNDER REGULATION 5.02: CONTENTS OF DRAFT OR FINAL MASTER PLAN - GENERAL	SECTION RESPONSE
1. For paragraphs 71(2)(j) and (3)(j) of the Act, the following matters are specified: a. any change to the OLS or PANS-OPS surfaces for the airport concerned that is likely to result if development proceeds in accordance with the master plan b. 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 1997 is proposed: i. the contents of the report of any examination of the area carried out under regulation 6.09 of those Regulations ii. the airport-lessee company's plans for dealing with any soil pollution referred to in the report.	Section 12 Section 7
2. For section 71 of the Act, an airport 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.	Section 7
3. For subsection 71(5) of the Act, a draft or final master plan must: a. 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 b. 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.	Section 7

REQUIREMENTS UNDER REGULATION 5.02A: CONTENTS OF DRAFT OR FINAL MASTER PLAN - TO BE SPECIFIED IN ENVIRONMENT STRATEGY		SECTION RESPONSE
1.	For subparagraphs 71(2)(h)(ix) and (3)(h)(ix) of the Act, the matters in this regulation must be specified in an environment strategy.	Section 14
2.	The environment strategy must specify any areas within the airport site to which the strategy applies that the airport-lessee company for the airport has identified as being a site of indigenous significance, following consultation with: a. any relevant indigenous communities and organisations; and b. any relevant Commonwealth or State body	Section 14
3.	The environment strategy must specify the airport-lessee company's strategy for environmental management of areas of the airport site that are, or could be, used for a purpose that is not connected with airport operations.	Section 14
4.	The environment strategy must specify: a. the training necessary for appropriate environment management by persons, or classes of persons, employed on the airport site by the airport-lessee company or by other major employers; and b. the training programs, of which the airport-lessee company is aware, that it considers would meet the training needs of a person mentioned in paragraph (a).	Section 14

REQUIREMENTS UNDER REGULATION 5.02B: CONTENTS OF DRAFT OR FINAL MASTER PLAN - TO BE ADDRESSED IN ENVIRONMENT STRATEGY		SECTION RESPONSE
1.	For subsection 71(5) of the Act, a draft or final master plan must address the content in this regulation.	Section 14
2.	In specifying its objectives for the airport under subparagraph 71(2)(h)(i) or (3)(h)(i) of the Act, an airport-lessee company must address its policies and targets for: a. continuous improvement in the environmental consequences of activities at the airport b. progressive reduction in extant pollution at the airport c. development and adoption of a comprehensive environmental management system for the airport that maintains consistency with relevant Australian and international standards d. identification, and conservation, by the airport-lessee company and other operators of undertakings at the airport, of objects and matters at the airport that have natural, indigenous or heritage value e. involvement of the local community and airport users in development of any future strategy f. dissemination of the strategy to sub-lessees, licensees, other airport users and the local community.	Section 14

REQUIREMENTS UNDER REGULATION 5.02B: CONTENTS OF DRAFT OR FINAL MASTER PLAN - TO BE ADDRESSED IN ENVIRONMENT STRATEGY	SECTION RESPONSE
3. In specifying under subparagraph 71(2)(h)(ii) or (3)(h)(ii) of the Act, the areas within the airport site it identifies as environmentally significant, an airport-lessee company must address: a. any relevant recommendation of the Australian Heritage Council b. any relevant recommendation of the Department of Environment regarding biota, habitat, heritage or similar matters c. any relevant recommendation of a body established in the State in which the airport is located, having responsibilities in relation to conservation of biota, habitat, heritage or similar matters.	Section 14
4. In specifying the sources of environmental impact under subparagraph 71(2)(h)(iii) or (3)(h) (iii) of the Act, an airport-lessee company must address: a. the quality of air at the airport site, and in so much of the regional airshed as is reasonably likely to be affected by airport activities b. water quality, including potentially affected groundwater, estuarine waters and marine waters c. soil quality, including that of land known to be already contaminated d. release, into the air, of substances that deplete stratospheric ozone e. generation and handling of hazardous waste and any other kind of waste f. usage of natural resources (whether renewable or non-renewable) g. usage of energy the production of which generates emissions of gases known as 'greenhouse gases' h. generation of noise.	Section 14
5. In specifying under subparagraph 71(2)(h)(iv) or (3)(h)(iv) of the Act the studies, reviews and monitoring that it plans to carry out, an airport-lessee company must address: a. the matters mentioned in subregulation 5.02A(2) and subregulations 5.02B(3) and (4); and b. the scope, identified by the airport-lessee company, for conservation of objects and matters at the airport that have natural, indigenous or heritage value; and c. the approaches and measures identified by the airport-lessee company as its preferred conservation approaches and measures; and d. the professional qualifications that must be held by a person carrying out the monitoring; and e. the proposed systems of testing, measuring and sampling to be carried out for possible, or suspected, pollution or excessive noise; and f. the proposed frequency of routine reporting of monitoring results to the airport environment officer (if any) for the airport, or to the Secretary.	Section 14
6. In specifying under subparagraph 71(2)(h)(vi) or (3)(h)(vi) of the Act, the measures that it plans to carry out for the purposes of preventing, controlling or reducing environmental impact, an airport-lessee company must address: a. the matters mentioned in subregulations (2) to (4); and b. the means by which it proposes to achieve the cooperation of other operators of undertakings at the airport in carrying out those plans.	Section 14
7. An airport-lessee company, in specifying the company's strategy for environmental management under subregulation 5.02A(3), must address the matters in subregulations (2) to (6).	Section 14

1.6. Certificates

Certificate Under Section 79(1B) of the Airports Act 1996

I certify that, in compliance with section 79(1A) of the *Airports Act 1996*, advice, in writing, of the intention of Parafield Airport Limited to give the Minister for Infrastructure, Transport, Regional Development and Local Government the Draft Master Plan was given to:

- the Minister of the State in which the airport is situated, with responsibility for town planning or use of the land - Hon. Nick Champion MP, Minister for Housing and Urban Development
- the authority of the State with responsibility for town planning or use of land - Mr David Reynolds, Chief Executive, Department for Trade and Investment (Planning and Land Use Services)
- each local government body with responsibility for an area surrounding the airport – Mr ^{s 47F} Chief Executive Officer, City of Salisbury.

This certificate is provided in compliance with section 79(1B)(b) of the *Airports Act 1996*.



Parafield Airport Limited
7 June 2024

Refer to Appendix G for copies of letters



Certificate Under Section 79(2)(b) of the Airports Act 1996

I certify that during the public display phase of the Preliminary Draft Master Plan, a number of submissions were received with copies included in the Supplementary Report.

The names of those members of the public that gave written comments together with a summary of the comments provided in the written submissions and PAL's responses to the issues in the public comments are also shown.

Any changes occurring to the Preliminary Draft Master Plan as a result of the public comments are also included in the Supplementary Report in acknowledgement that Adelaide Airport Limited has had due regard to the these comments.

This certificate is provided in compliance with section 79 (2)(b) of the Airports Act 1996.

s 47F

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47F

Managing Director
Parafield Airport Limited

7 June 2024



Certificate Under Section 80(2) of the Airports Act 1996

In compliance with section 80 (2) (a) and (b) of the Airports Act 1996, I state that the names of the persons and organisations consulted before publication of the Preliminary Draft Master Plan are outlined below, and the views expressed during that consultation period are included in Tables 1 and 2 of this Addendum.

This certificate is provided in compliance with section 79 (2)(b) and 80 (2) of the Airports Act 1996.

s 47F

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47F

Managing Director
Parafield Airport Limited

7 June 2024



2

Consultation





2.1. Consultation Objectives

PAL's approach to consultation is focused on creating robust, transparent and collaborative communications, using creative, innovative and engaging techniques to interact with the community.

PAL activities were guided by the Commonwealth's Airport Development Consultation Guidelines which also note that the conduct of an effective consultation program does not necessarily mean that all interested parties will be satisfied with the outcome, but it is about ensuring that a proposal has been fully explored, concerns identified, and alternatives considered.

PAL prepared a Master Plan Engagement Strategy to guide the engagement activities and program throughout each phase of the development of the Draft Master Plan 2024. The objectives of consultation for the Master Plan 2024 include:

- Provide the community with a long-term vision for Parafield Airport as a major employment and economic hub in the Northern Adelaide region.
- Create an early awareness of the Preliminary Draft Master Plan and ensure the key stakeholders are informed throughout the project.
- Provide a range of opportunities for stakeholders, interested groups and the wider community to be informed about the project and provide feedback.
- Approach consultation with the intent of looking for opportunities to improve the plan, however balance this with been very mindful to set realistic expectations around what can be achieved/changed.
- Identify, explore and capture ideas, issues, concerns and opportunities conveyed during consultation that may be considered in the Draft Master Plan 2024.
- Anticipate and identify issues that may attract media or negative community attention.
- Increase knowledge, profile and awareness of Parafield Airport and continue to build strong stakeholder relationships and partnerships beyond the Master Plan.
- Provide direction for the Draft Master Plan 2024 through feedback and comments obtained during the consultation process.

The Draft Master Plan 2024 has been developed in consultation with a wide range of stakeholders.

PAL engages with Commonwealth, State and Local Government authorities, aviation operators, airport tenants and the community through a range of techniques and forums.

2.2. Key Consultation Forums

2.2.1 Planning Coordination Forum

The Planning Coordination Forum (PCF) fosters high level strategic discussions between PAL and Commonwealth, State and Local Government representatives to improve the coordination of planning for the Airport and surrounding areas.

The forum has continued to meet quarterly with the PAL team providing updates and outcomes from key technical studies and aircraft noise modelling.

2.2.2 Parafield Airport Consultative Committee

The Parafield Airport Consultative Committee (PACC), which includes local community representatives and key government and regulatory stakeholders, is a forum where issues relating to the operation of the airport and potential effects on the local community can be raised. This includes topics such as aircraft noise, car parking, traffic access, environment and sustainability, bike-path access and commercial developments. The outcome of these community discussions informs the development of the Master Plan and associated Environment Strategy.

The committee has continued to meet quarterly with the PAL team providing updates on the progress of the Master Plan.

2.5.3 Parafield Airport Technical Working Group

The Parafield Airport Technical Working Group (TWG) is a sub-committee of the PACC that provides a forum for PAL, Airservices and other key stakeholders to evaluate:

- Operationally required changes
- Environmental impacts of aircraft operations
- The impacts of proposed major developments on air traffic control
- Opportunities to improve aircraft noise outcomes for the community.

2.3 Direct Engagement

Key elements of the Exposure Draft Master Plan 2024, as it was being developed and following release in June 2023, were presented and discussed with the following key stakeholders directly:

- Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts
- State Department for Trade and Investment (Planning and Land Use Services)
- State Department of Infrastructure and Transport
- City of Salisbury
- Airservices Australia
- State Member of Parliament for Florey
- Flight Training Adelaide
- Tenants within Parafield Airport

Confidential

Parafield Airport Limited

**Parafield Airport
Master Plan 2024**

**Exposure Draft
June 2023**

**Version 1: For Early Stakeholder
Engagement
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City of Salisbury

PAL recognises that the City of Salisbury (Council) and its community are key stakeholders in the Master Plan 2024 process, particularly as Parafield Airport is located entirely within the boundaries of this Council area.

Throughout the Master Plan 2024 process, PAL has sought to engage directly with the Council on a range of both technical and non-technical matters. Engagement has been via individual briefings and meetings and through the Parafield Airport Consultative Committee and Adelaide and Parafield Airports Planning and Coordination Forum. These touch points have included:

- Seeking early inputs on the challenges and opportunities Council felt were important to the future planning of Parafield Airport for the consideration as PAL prepared the exposure draft Master Plan 2024
- Providing update presentations via the Planning and Coordination Forum
- Providing progress updates via the Parafield Airport Consultative Committee
- Individual briefings and presentations to Council officers, senior management and Mayor Aldridge
- Attendance and presentation to the Elected Body on the Master Plan 2024, including the ANEF, and opportunity for questions from Council's Elected Body.
- Attendance at both a Council committee meeting and ordinary meeting at which PAL provided a deputation and invited questions from Council's Elected Body.

Recognising the anticipated level of community interest in Master Plan 24, PAL held a series of community open days throughout the formal consultation process. One of the three sessions was held at the Salisbury Community Hub to allow interested community members to speak directly with a PAL representative.

2.4. Engagement Activities

PAL has undertaken extensive consultation for the preparation of the Draft Master Plan 2024. This has included:

- Correspondence sent to 93 stakeholders advising that work had commenced on the Master Plan 2024 and encouraging informal feedback on the challenges and opportunities stakeholders felt were important to the future planning of Parafield Airport.
- The regular PCF, PACC and TWG meetings which have provided feedback on airport planning considerations
- Stakeholder presentation update on planning elements detailed in the Master Plan
- Briefings which have been conducted with relevant State Government agencies, Local Government, aviation industry stakeholders and consultation groups.
- Release of an Exposure Draft version of the Master Plan 2024 to the following key stakeholders for review and feedback:
 - Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA)
 - Airservices Australia (Airservices)
 - Civil Aviation Safety Authority (CASA)
 - State Department for Trade and Investment (Planning and Land Use Services)
 - State Department for Infrastructure and Transport (DIT)
 - State South Australian Department for Environmental and Water (DEW)
 - State South Australian Environment Protection Authority (EPA)
 - Flight Training Adelaide (FTA)
 - City of Salisbury
 - South Australian Tourism Commission (SATC)
- Formal consultation during 6 January to 4 April 2024 which is outlined in Section 3 - Public Engagement.

A consultation log identifying key meeting dates, issues raised and action or further engagement to be undertaken by PAL is outlined in Appendix C (Pre-consultation log). A summary of the responses from the Exposure Draft Master Plan is outlined in Appendix D.

2.5. Engagement on Core Issues

Essential to the development of the Master Plan 2024 was consultation with a wide range of stakeholders. The broader development of the Master Plan 2024 has been an extensive journey which has been undertaken over a 18 month period.

At all stages, PAL has sought open and transparent engagement. During the initial engagement, a series of core issues were identified which were critical in setting the framework and direction for the revision of the Master Plan.

These core issues can broadly be described as:

- Development of forecasts
- Contribution of Parafield Airport to the local and State economy
- Aircraft noise exposure for surrounding neighbours
- Aircraft noise management
- Preparing for electric aircraft
- Developing aviation infrastructure
- Getting to and from the airport
- Complementary commercial developments.

2.5.1 Development of forecasts and supporting the aviation industry

Aircraft movement forecasts fundamentally influence the ANEF and development and timing of infrastructure. Aircraft forecasts were prepared by Tourism Future International (TFI) who has worked with Parafield Airport and many other Australian airports over many years.

Acknowledging that the general aviation sector is highly volatile, high, central and low forecast scenarios were developed based on:

- A review of the Australian general aviation context including national, state and individual airport performance.
- Research on national and international general aviation developments and forecasting.
- Interviews with operators.
- Review of factors such as economic growth, population fuel costs, exchange rates.

Total aircraft movements in 2043 are forecast to be 342,346 movements which is only marginally higher than the 339,300 movements forecast in 2036 within the 2017 Master Plan.

It is recognised that the aviation industry continues to make significant advancements in electric/hybrid aircraft technology and there is growing community sentiment to transition the traditional general aviation fleet, such as the aircraft operating at Parafield Airport, to new propulsion technology.

PAL requested that TFI engage with aircraft operators at Parafield Airport to understand their intentions to adopt this technology. TFI interviewed aircraft operators who indicated a strong intention to take up electric or hybrid aircraft types when they become available and viable. Primary reasons given for this strong appetite included the sector wide push to reduce carbon related emissions and the lower operational costs relative to the current avgas fleet.

The resulting forecasts reveal that the proportion of total movements by electric/hybrid aircraft types is expected to increase from an estimated 17 per cent in 2031 to 69 per cent in 2043. It is assumed that the take-up of electric aircraft will be at a faster rate for the pilot training sector, relative to the other general aviation sectors.

2.5.2 Contribution to the Northern Adelaide and South Australian Economy

A key topic from the 2017 Master Plan which emerged again as part of the engagement on Master Plan 2024 was the economic contribution that Parafield Airport has on the local and South Australian economies.

Parafield Airport makes an important contribution to the South Australian economy through employment and value-added production associated with the Airport's business activities (both Airport and non-airport related businesses).

Parafield Airport engaged Hudson Howells, a strategic management consultant, to undertake a Socio-Economic Impact Assessment. The assessment details the economic and employment contributions that activities occurring on Parafield Airport have and was based on previous reports from 2008, 2011 and 2016. The assessment estimated Employment and Gross State Product (GSP) impact at 8 year and 20-year intervals to 2031 and 2043 by precinct respectively.

A key part of the assessment was engagement of Parafield Airport businesses and tenants. A survey was undertaken which saw 79 companies participate from the 103 businesses on airport. The types of questions that were asked as part of the survey included:

- Indication of the businesses focus – was it in the field of aviation (e.g. general aviation, emergency services, flight training etc.) or non-aviation (e.g. retail, manufacturing, wholesale storage, etc.).
- Request for employment figures for personnel working both on and off airport.
- Confirmation of the businesses location on airport (by precinct).
- Provision of details by the business relating to any proposed activities that could contribute to aviation

and property development activities at Parafield Airport during the next 8 years?

- Request for free form responses identifying any other comments or suggestions the business would like to make in relation to Parafield Airport's Master Plan.

During this consultation we gained valuable feedback from the tenants and businesses that operate at the airport which not only informed the socio-economic impact assessment but also the detail of the planning outcomes.

2.5.3 Aircraft noise exposure for surrounding neighbours

PAL is committed to preparing and releasing accurate information on aircraft noise to assist government and community to understand aircraft noise and the preparation of the 20-year ANEF. Prepared utilising data provided by Airservices Australia (Airservices), PAL was able to model the forecast noise impact attributed to the updated inputs.

To ensure the most appropriate modelling, PAL and its specialist acoustic engineer engaged extensively with Airservices on the inputs to the model including the flight tracks, aircraft fleet mix assumptions, mode of operation, runway use, obtaining confirmation of this process through the ANEF technical endorsement process. PAL continued to work closely with Airservices to ensure that the final ANEF would receive endorsement for technical accuracy.

Following the development of the draft ANEF, PAL undertook engagement with the Parafield Airport Technical Working Group, Department for Trade and Investment (Planning and Land Use Services (PLUS)) and the City of Salisbury, and made available to member of the Adelaide and Parafield Airport Planning Coordination Forum.

As part of the engagement PAL shared with stakeholders key information including:

- Use of the Aviation Environmental Design Tool (AEDT), which has superseded the Integrated Noise Model (INM) as the compulsory method of ANEF preparation.
- Inputs required to provide an ANEF – movement forecasts, fleet composition, flight paths.
- Resulting ANEF, ANEI and N-Above contours.

The ANEF was technically endorsed on 14 December 2023 prior to the release of the Preliminary Draft Master Plan 2024.

PAL continues to work with PLUS to ensure that the newly endorsed version of the ANEF is reflected within the Planning and Design Code.

2.5. Engagement on Core Issues (continued)

2.5.4 Changes to Noise Exposure

The location of the ANEF 20 contour for the 2043 ANEF is similar to the previous 2037 ANEF as well as the 2022 ANEF. In comparison to the 2037 ANEF, the 2043 ANEF has retracted slightly to the north and south and extended to the east and west.

These changes are attributed to updates to:

- The use of a new noise modelling software in the form of the AEDT as required by Airservices.
- Improvements in the baseline data surrounding current operations.
- The runway use allocation across all four runway systems, reflective of what is occurring today
- Aircraft types and number of movements of each aircraft type in line with updated forecasts.
- The future helipad location.
- The slight reduction in the forecast number of aircraft operating at Parafield Airport over the forecasted 20 year period, and reduction in the number of jet aircraft movements.
- The use of a different noise profile in the AEDT model for the predominant single-engine aircraft (Diamond DA40) to better align to the actual noise levels identified from the short-term noise monitoring conducted at Parafield Airport by Airservices in 2015.
- The use of calibrated operational (altitude) profiles (rather than the standard software profiles) that better aligns to actual radar flight track data.
- Improved dispersion of aircraft traffic across the 'backbone' flight track used for noise modelling purposes (see Section 13.6.6) that better reflects actual radar flight track data.

Despite these differences, when comparing land use data for both the 2043 ANEF and 2037 ANEF there is a net reduction in the number of residential dwellings affected by the ANEF contours as follows:

ANEF RANGE	NUMBER OF RESIDENTIAL DWELLINGS	
	2037 ANEF	2043 ANEF
ANEF 20-25	5148	4354
ANEF 25-30	371	231
ANEF 30-35	0	0
ANEF 30-35	0	0

2.5.4 Aircraft noise management

Aircraft noise management and implementation of the 'Fly Neighbourly' program (previously 'Fly Friendly') was a key topic of the previous Master Plan and remains a key topic, with particular focus on how noise is managed and mitigated and on noise generated from circuit training occurring at night time, special days and on weekends.

Recognising this, PAL engaged Ron Brent, Australia's first Aircraft Noise Ombudsman, to assist with engaging with the community and the City of Salisbury on matters related to aircraft noise. Mr Brent has an extended history of engaging with the community on matters related to aircraft noise impacts. Mr Brent attended alongside PAL representatives both the community open day held at the City of Salisbury Community Hub on 29 February 2024 and PAL's presentation to the City of Salisbury elected body on 4 March 2024.

Engagement occurred with the Parafield Airport Technical Working, State government agencies and the City of Salisbury to share information on measures implemented to mitigate aircraft noise, which includes effective land use controls around the airport.

Separate engagement occurred early in the formal consultation process with the Federal Member for Makin, the Hon. Tony Zappia. Through this engagement, PAL renamed the 'Fly Friendly' program to the 'Fly Neighbourly' program. PAL remains committed to exploring various strategies to minimise aircraft noise impact on the community and ensure appropriate mitigations are incorporated into the State land use planning system to avoid land use conflict. These strategies extend beyond the Preliminary Draft Master Plan and include:

- Continuing to engage with and actively encourage aircraft operators to adopt the principles contained in the 'Fly Neighbourly' program, which seeks to manage aircraft noise exposure and its impact on the surrounding community, including retention of preferred hours for circuit operations. This is undertaken both directly with operators and via the Parafield Airport Consultative Committee and Parafield Airport Technical Working Group.
- Working closely with the South Australian government and surrounding local governments to ensure that State land use planning system incorporates the latest ANEF chart and information is available which assists in communicating aircraft noise exposure to the community. This takes the form of Number-above charts which were prepared for both 2022 (base year) and 2043 (forecast year).

- Continuing to advocate for the retention of information related to aircraft noise contained in property searches provided by the City of Salisbury to prospective purchasers.

PAL is not supportive of a cap on the number of movements or circuits, or the introduction of a night curfew which would have a detrimental impact on the aviation activity that occurs at Parafield Airport. PAL maintains the Fly Neighbourly program which specifies circuit training hours and Noise Abatement Procedures (NAPs).

2.5.5 Preparing for electric aircraft

PAL recognises and supports the ongoing efforts of the wider industry to transition the current general aviation fleet to a future fleet, including electric aircraft. Forecasts undertaken by Tourism Futures International estimate that the proportion of flights by electric and hybrid aircraft types at Parafield Airport could increase from an estimated 17 per cent of total movements in 2031 to nearly 70 per cent in 2043.

Electric aircraft are already being trialled at a number of airports around Australia. In June 2021, the flying school Eyre to There Aviation achieved a world endurance record for electric aircraft when it completed a 1,350km, 18 stop, flight that departed from Parafield Airport.



Throughout its engagement processes, PAL was asked to consider how it may accommodate electric aircraft. PAL has identified its intent to support the update of electric aircraft through infrastructure provision and will look to develop a strategy for electric airport readiness including timeframes, power requirements and how this works into the overall airport strategy following completion of the Master Plan.

2.5.6 Developing aviation infrastructure

Fundamental to the successful operation of Parafield Airport is the ongoing development of the airfield to meet the forecast demand in the future.

Previous Parafield Airport master plans, including Master Plan 2017, identified that long-term future demand may require Code 3C aircraft to be accommodated through the extension and widening of the existing main runway 03L/21R. Following updates to the Part 139 (Aerodromes) Manual of Standards in 2020, upgrades to cater for Code 3C aircraft would impact Taxiway B and the secondary runway system.

Whilst PAL continues to plan for the ability to adapt the airfield infrastructure to Code 3C aircraft, this is anticipated to be outside of the 20-year planning period of this Master Plan. The existing runway system provides sufficient capacity to handle the forecast volumes of air traffic up to and beyond the 20-year planning horizon of this Master Plan 2024.

Proposed aviation developments are focused on:

- Extending the useable life of infrastructure
- Maintaining compliance with airfield standards
- Improving airfield efficiency
- Reducing operational constraints
- Supporting the transition to electric aircraft
- Increasing aircraft parking capacity.

Alongside the development of aviation infrastructure, Master Plan 2024 reaffirms PAL's commitment to supporting the growth of aviation users. PAL has made changes to the land use plan to specifically identify areas intended to support aviation users now and into the future. This includes the insertion of both the Aviation Related Activities Policy Area and the Flight Training Accommodation Policy Area which incorporates policy intended to limit the scale of non-aviation activities and the inclusion of a precinct concept plan that shows PAL's intention for future aviation activities on the western apron. Separate to this, PAL retains land within the Runways Precinct as a Future Aviation Zone which will support the establishment and expansion of operational activities, aviation-related support industries and related aviation academies.

2.5. Engagement on Core Issues (continued)

2.5.7 Getting to and from the airport

The Ground Transport Plan presented in the Master Plan 2024 largely reflects the plan contained in Master Plan 2017 and was once again developed through significant consultation with the State Department for Infrastructure and Transport (DIT).

Early engagement and dialogue directly with DIT commenced in December 2022 when PAL reached out to DIT to advise that work had commenced on the Master Plan 2024 and would incorporate a new ground transport plan. In March 2023, PAL engaged with DIT to present the proposed ground transport approach and guiding principles and share early outputs related to:

- Forecast volumes on external roads for comparison against previous forecast modelling.
- Existing access arrangements for Enterprise Precinct.
- Existing and proposed new access for Airport Business Precinct.

PAL shared that it was aware that work had commenced by DIT on a planning study for the potential grade separation of Kings Road and the railway crossing, and adjustments were made to the alignment of the proposed new access for Airport Business Precinct accordingly. Discussions were constructive and provided opportunity for both PAL and DIT to collaborate on key ground transport planning studies that had been, were being or proposed to be undertaken and to continue that collaboration beyond the Master Plan.

Engagement with DIT continued beyond the Exposure Draft, during and following the formal consultation process, both directly and via the Adelaide and Parafield Airports Planning and Coordination Forum. These sessions provided an opportunity to recap on previous outputs which had been shared as well as:

- Opportunities for active travel connections.
- Opportunities for improves bus connectivity to the airport.
- Challenges associated with the proposed rail spur.
- Further developments associated with the Kings Road Grade Separation Study.

Engagement with DIT continues as details of the future grade separation on Kings Road are further advanced, creating opportunity for a coordinated approach to safeguard the future access to the Airport Business Precinct.

2.5.8 Complementary commercial developments

Parafield Airport is a major activity centre within greater Adelaide. PAL is aware that it is vital that any development on Parafield Airport land is developed in a manner that is compatible with adjacent land uses and also without compromising the airports operational integrity and economic viability.

Therefore, land use planning is a critical element of the Master Plan as it provides the overall planning intent for Parafield Airport.

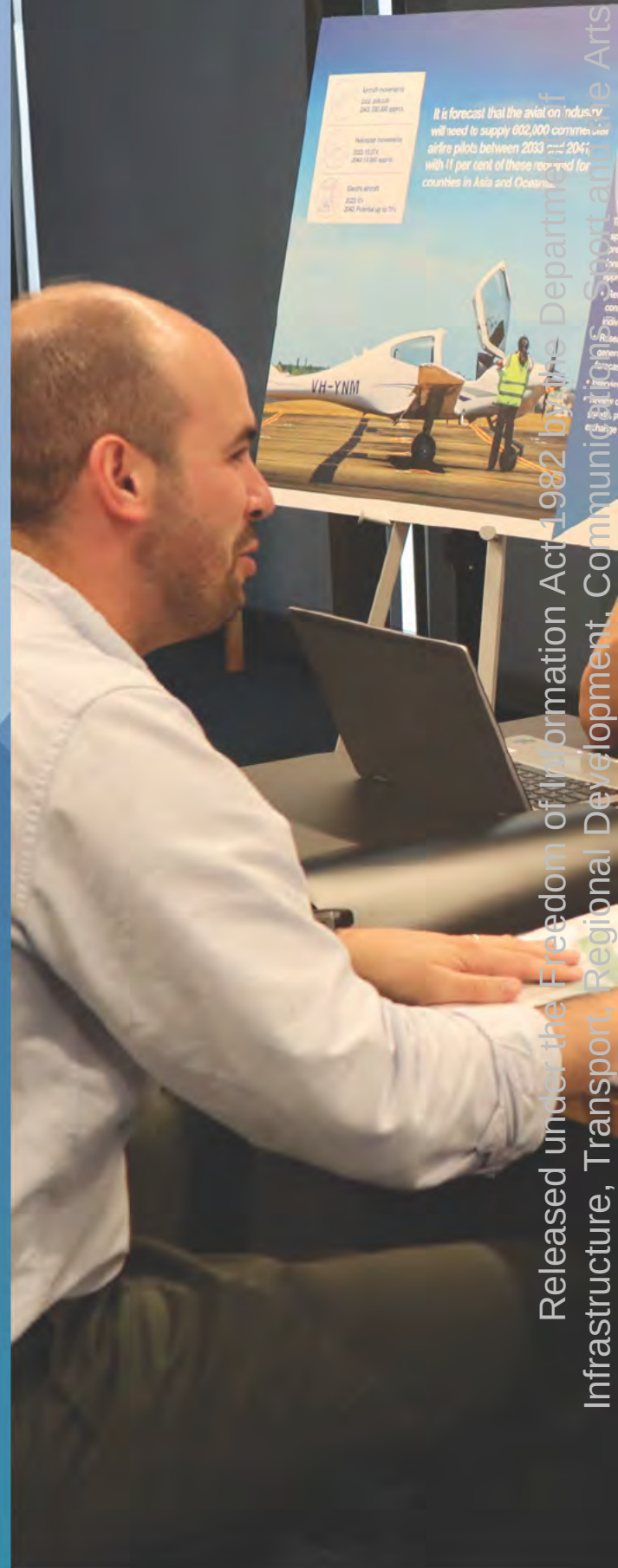
Since the preparation of the 2017 Master Plan, South Australia has seen substantial State planning reform. A centre piece of this process was the preparation of a state-wide Planning and Design Code (Code). Land uses identified as Envisaged within each precinct are reflective of this reform (where applicable and appropriate). This has included the retention of many existing land use definitions which are specific to the airport and the update of others to align with the Code definitions.

As part of the review and update of the land use plan PAL engaged through the following means:

- Socio economic impact assessment survey of the current 103 businesses at the airport.
- Current relationships with tenants.
- Property market engagement to determine potential pipeline of developments.
- Parafield Technical Working Group.

PAL continues to recognise and remain committed its core role of managing and operating Parafield Airport. Amendments made to the land use strategy, particularly within the Airport Business Precinct, deliver on this commitment by elevating and protecting core aviation areas for aviation purposes, whilst more overtly safeguarding for future aviation growth.

3

Public
Engagement



Released under the Freedom of Information Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

3.1. Public Notice

Following the extensive planning and consultation activities detailed in Section 2 of this Supplementary Report, the Preliminary Draft Master Plan 2024 was released on 6 January 2024 for a 60 business day public comment period as required by the Airports Act.

This section of the Supplementary Report outlines the activities undertaken during the public comment period.

In accordance with Section 79(1)(a) of the Airports Act, a general notice was published in The Advertiser newspaper on Saturday 6 January 2024 to announce the commencement of the public comment period, from Monday 6 January 2024 to Thursday 4 April 2024, for the Preliminary Draft Master Plan 2024 and included details of the three public open days.

A second advertisement was published in The Advertiser newspaper on Wednesday 31 January 2024, reminding the public that the Preliminary Draft Master Plan 2024 had been released for public comment and of the upcoming open days.

A copy of the newspaper notices are provided in Appendix E.

In addition to the official letter notification advice (see Section 3.2), a letter was issued to 25 key stakeholders on 4 January 2024 (see Appendix F) to advise that the Preliminary Draft Master Plan 2024 was available for download from the Parafield Airport website and inviting public comment submissions.

The Parafield Airport Consultative Committee (33 members) and Adelaide and Parafield Airports Planning Coordination Forum committees (27 members) also received the stakeholder advice letter on 5 January 2024.

	NEWSPAPER	READERSHIP
	The Advertiser	Over 580,000 people each weekday, and by more than 740,000 people each Saturday

3.2. Official Notification

In accordance with Section 79(1A) of the Airports Act, the following persons were advised in writing of PAL's intention to give to the Minister a Draft Master Plan 2024:

- Hon. Nick Champion MP - State Minister for Planning, Housing and Urban Development
- Mr. David Reynolds, Chief Executive - State Department for Trade and Investment
- Mr. S 47F, Chief Executive Officer - City of Salisbury

Copies of the formal notification is provided at Appendix G

3.3. Preliminary Draft Master Plan 2024

The Preliminary Draft Master Plan 2024 was made available to stakeholders and the community in a range of formats during the public comment period.

A printed copy of the document was available for viewing or purchase at the PAL and AAL Management Centre. Printed copies were also available for viewing at the City of Salisbury local government office.

Free electronic copies of the full document and individual chapters were available for download from the Parafield and Adelaide Airport websites.

148
Stakeholders
directly notified

3.4. Supporting Material

Fact sheets about key aspects of the Preliminary Draft Master Plan 2024 were prepared to support stakeholder and community engagement during the public comment period. These fact sheets are shown at Appendix H and covered the following topics:

- Master Plan 2024 Preliminary Draft summary
- Have your say
- Electric aircraft
- Exciting developments
- Getting to and from the airport
- Looking after the environment
- Managing aircraft noise
- Safeguarding the airport.

The Parafield Airport Community Information brochure was updated in conjunction with the Master Plan documents and made available on the website.

A Frequently Asked Questions fact sheet was made available to staff for their information and a Questions and Answers fact sheet for staff who deal with the media and Public Consultation Open Days (see Appendix H.)



The master planning process

3.5. Website

The Parafield Airport website (parafieldairport.com.au) is an important communication tool for providing information to stakeholders and the community. For the public comment period, the dedicated master plan webpage parafieldairport.com.au/masterplan was updated to provide:

- Information about the public comment period and how to make a submission
- Copy of the full Preliminary Draft Master Plan 2024 document including the Australian Noise Exposure Forecast (ANEF)
- Copies of the individual Preliminary Draft Master Plan 2024 chapters
- Copies of the fact sheets
- Information about the public open days
- Copy of the Master Plan 2017

A link to the Master Plan webpage was also available from the Parafield Airport website 'rolling' homepage parafieldairport.com.au.

Images of the website pages are provided at Appendix I.

During the public comment period there were 6,399 visits to the Master Plan webpage.

The most frequently accessed website sections are as follows:

DOCUMENT	WEBSITE HITS
Preliminary Draft Master Plan 2024 - Full Document	258
Preliminary Draft Master Plan 2024 – Section 1 (Introduction)	460
Preliminary Draft Master Plan 2024 – Section 7 (Land Use Plan)	417
Preliminary Draft Master Plan 2024 Forward, Executive Summary	157
Preliminary Draft Master Plan 2024 – Section 13 (Aircraft Noise)	143
Preliminary Draft Master Plan 2024 – Section 9 (Commercial Development)	135
Preliminary Draft Master Plan 2024 – Section 15 (Development Program)	88
Preliminary Draft Master Plan 2024 – Section 8 (Aviation Development)	82
Preliminary Draft Master Plan 2024 – Section 4 (Planning Framework)	42
Preliminary Draft Master Plan 2024 – Section 5 (Planning and Development approach)	37
Preliminary Draft Master Plan 2024 Summary	113
Parafield Airport Master Plan 2017	36

6,399

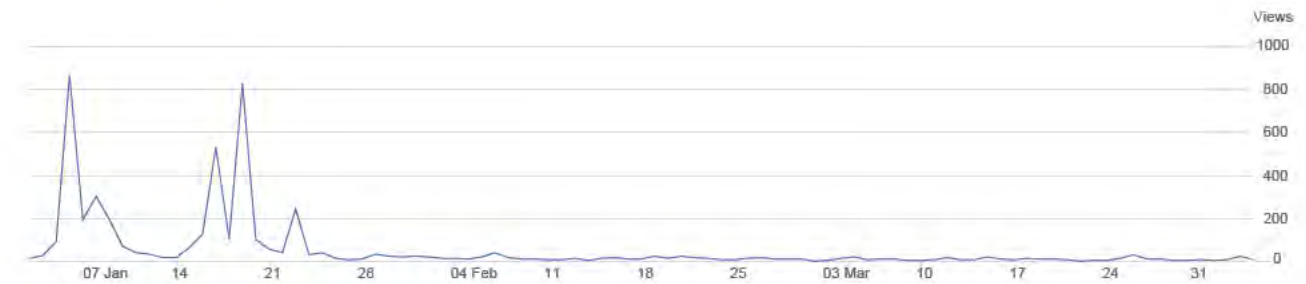
Visits

to the Master Plan website
during public consultation

The website has two distinct areas for accessing information:

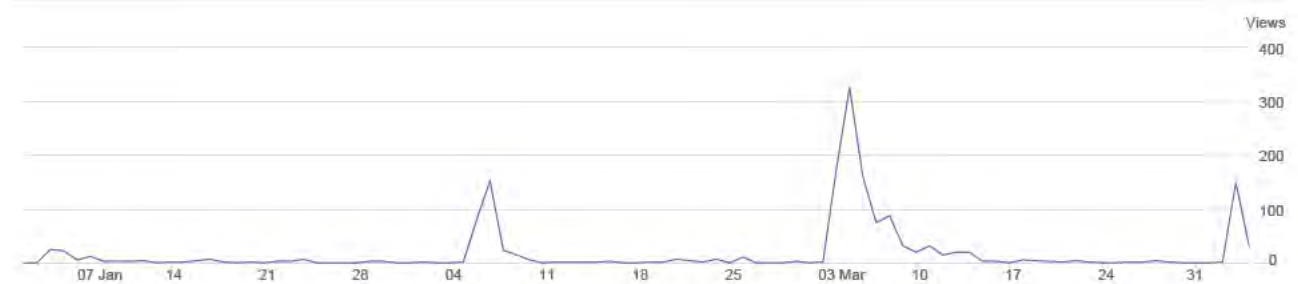
1. Master Plan home page: parafieldairport.com.au/masterplan or parafieldairport.com.au/community/publications/parafield-airport-master-plan.
2. Community publications page: parafieldairport.com.au/community/publications.

The dedicated Master plan website also went live on 5 January 2024. On 6 January 2024, there was a significant increase in website visits due to the initial newspaper advertisement providing information about the Master Plan public consultation process and the scheduled open days.



Views	Users	Views per user	Engagement time (average)	Event count
4,817	3,692	1.30	18 sec	17,046

www.parafieldairport.com.au/community/publications/parafield-airport-master-plan (4,817 views)



Views	Users	Views per user	Engagement time (average)	Event count
1,582	1,381	1.15	11 sec	5,768

www.parafieldairport.com.au/community/publications (1,582 views)

3.6. Direct Briefings and Presentations

Key elements of the Preliminary Draft Master Plan 2024 were presented to the following key stakeholders directly:

- Federal Member of Parliament for Makin
- State Member of Parliament for Playford
- State Member of Parliament for Wright / Minister for Education, Training and Skills
- State Department for Trade and Investment (Planning and Land Use Services)
- State Department of Infrastructure and Transport
- City of Salisbury

Presentations were also provided to the following groups:

- Adelaide & Parafield Airports Planning Coordination Forum
- Parafield Airport Consultative Committee
- Parafield Airport Technical Working Group
- Northern Business Breakfast



Tom Ganley • 1st
Director | Executive | CFO
1w • 0

Earlier this week I had the privilege to present to Adelaide's Northern Business Breakfast (NBB) on Economic Growth and Development on Parafield Airport. Parafield Airport is nearly 100 established in 1927 and has been training pilots since this time and was Adelaide's only civil airport until 1955. It plays an essential role in the economic prosperity and development of Northern Adelaide and SA through employment and value-added production. It supports over 2,500 jobs in SA and contributes nearly \$355M to Gross State Product. Over the next 20 years this is forecast to grow to \$740m and over 6,800 jobs. A number of exciting developments are currently underway including the construction of 130 place childcare centre, service centre stage 2 and Men's Shed Workshop. Parafield Airport is also actively considering ways to invest in airport infrastructure to support new generation electric aircraft which are estimated to increase from 17% of total movements in 2031 to nearly 70% in 2043. Thank you NBB for the opportunity, strong attendance, and great questions.



3.7. Public Open Days

Parafield Airport held three public open days as part of the public comment process. Members of the public were invited to attend and learn more about the Master Plan 2024 with the opportunity to discuss and ask any questions with experienced PAL staff. Representatives from Airservices Australia were also invited to participate at each open day event, however we did not receive a response for any of the sessions. Senior management from Flight Training Adelaide attended each of the open days.

Mr Ron Brent, Australia's first Aircraft Noise Ombudsman, also attended the open day held at the Salisbury Community Hub to support the engagement process and address aircraft noise queries arising from attendees. Mr Ron Brent provided training to PAL staff who would be participating in the engagement process. This training provided an opportunity for PAL staff to learn best practice approaches to aircraft noise engagement and complaint handling and the importance of approaching engagement with an open mindset, whilst also maintaining honesty regarding where changes could or couldn't be made.

Two open days were held at the Parafield Airport Management Centre and one at the City of Salisbury Chambers.

The open days were advertised through the Parafield Airport website, AAL and PAL Facebook page and the Advertiser newspaper.

Prior to the first open day, Mayor Gillian Aldridge (Mayor of the City of Salisbury) was interviewed by ABC radio Adelaide and encouraged community participation in the consultation process and attendance at the open days.

LOCATION	DATE	ATTENDEES
Parafield Airport Management Centre	Wednesday 7 February 2024 1.30 – 4.30pm	11
Parafield Airport Management Centre	Wednesday 6 March 2024 1.30 – 4.30pm	8
City of Salisbury Chambers	Thursday 29 February 2024 4.00 – 7.00pm	4

3.8. Print and Social Media

The main topics of interest/comments arising from these open days included:

- Queries on how aircraft noise was managed – responsibilities and stakeholders involved.
- Current operations and the noise impacts arising from operations including continuous circuit training, height of aircraft operations in the circuit, night training flights and night circuits and runway utilisation.
- Support for the Parafield Airport Master Plan.
- Queries related to the number of aircraft movements and whether this had changed since the pre-COVID period.
- Concerns around forecast increase in air traffic movements and what impact this may have on the generation of aircraft noise.
- A desire to implement strict limitations on operating hours.
- Queries as to whether the airport would be relocated, noting that there had been advice received by Council that the Airport was going to be moved, upon purchase of home approximately 15 years ago.
- Development of the Enterprise Precinct and the potential for the generation of ground noise associated with future development.
- Management of the Vernal Pools.
- Support for aviation development and interest in what was proposed over the next 20-years, including suggestions such as development of the airport for larger planes to accommodate a low cost passenger terminal similar to Avalon.
- Support of the airport, recognising its positive impact on local business.
- Relocation of the airport and/or circuit operations away from residential areas.

Although attendee numbers were lower than expected this allowed PAL representatives to have detailed conversations which each group and allow people to be heard.



A media release was prepared to announce the release of the Preliminary Draft Master Plan 2024 for public comment on Saturday 6 January 2024. A copy of the Media Release is provided at Appendix J.

18 media items were published regarding the Preliminary Draft Master Plan 2024. Summaries are provided in the table below. The key topics covered by media during the public comment period included:

- Release of the Preliminary Draft Master Plan 2024 for public consultation.
- Forecast aircraft movements.
- Infrastructure projects over the next eight years
- Economic contribution of the airport to the State Electric aircraft.
- Relocation of helicopter operations.
- Aircraft noise and flight paths over homes.
- Training facility for international students.
- Number of homes effected by additional aircraft movements.
- Hundreds more homes around the airport are forecast to fall within the airport's "acceptable" noise level boundaries, which will expand over the next two decades. However, it advises that's down to more accurate modelling, not more flights.
- City of Salisbury Mayor reminding people of the first open day and to attend and discuss any concerns including any future plans and how they might be affected. Also discussed the upcoming open days to be held at City of Salisbury on 29 February from 4pm to 7pm and at PAL on 6 March.
- Impacts on the surrounding community including future development behind the Bridges estate in Mawson Lakes, development on both sides of Elder Smith Road on airport land and the development along the Main North Road corridor.

Facebook posts advising Parafield Airport has released its 2024 Preliminary Draft Master Plan for public comment were posted on both the PAL and AAL Facebook sites on 6 January and again on the PAL Facebook site on 6 February reminding the public of the upcoming and future open days including dates and venues.

The Salisbury City Centre placed details of the release of the Preliminary Draft Master Plan on their Facebook page on 7 January and again on 8 February reposting the Master Plan 'Have your say' article.

A LinkedIn article was also posted on AAL LinkedIn page on 6 January advising Parafield Airport has released its 2024 Preliminary Draft Master Plan for public comment and advising the public of the upcoming and future open days including dates and venues.

Social Media Performance Overview



Social Media Performance Overview

Parafield Airport Preliminary Draft
2024 Master Plan released for Public Comment

Posted 6th February 2024



Facebook | Adelaide Airport

Reactions	Comments	Shares	Reach	Link Clicks
93	18	5	17.3K	459



Facebook | Parafield Airport

Reactions	Comments	Shares	Reach	Link Clicks
33	4	7	5.2K	236



LinkedIn

Reactions	Comments	Reposts	Impressions	Link Clicks
108	2	6	8.4K	503

Follow Us @adelaideairport



Social Media Performance Overview

Parafield Airport Preliminary Draft
2024 Master Plan Public Open Days

February Public Open Day | Posted 6th February 2024



Facebook | Parafield Airport

Reactions	Comments	Shares	Reach	Link Clicks
23	3	4	1K	40

March Public Open Day | Posted 5th March 2024



Facebook | Parafield Airport

Reactions	Comments	Shares	Reach	Link Clicks
27	6	4	2.5K	60

Follow Us @adelaideairport



Media Item Summary

DATE	OUTLET	TITLE	DESCRIPTION
6 January 2024	The Advertiser	Parafield Airport Preliminary Draft Master Plan 2024 Public Comment Period	Advertisement advising Parafield Airport Limited (PAL) has prepared the Parafield Airport Preliminary Draft Master Plan 2024 (PDMP) for public comment and welcomes written comment. Three public open days will be held as part of the public comment process with dates, times and location advised. Free electronic copies are available to download on the website and hard copies may be purchased from Parafield Airport.
6 January 2024	PAL Media Release AAL and PAL – Facebook posts LinkedIn post	Preliminary Draft Master Plan 2024 Media Release	Announced release of the Parafield Airport Preliminary Draft Master Plan 2024 for public consultation. Included essential role in the economic prosperity and development of Northern Adelaide and South Australia through creating jobs and supporting businesses. Discussed aircraft movement forecasting, indicated the forecast has not changed significantly from the 2017 Master Plan forecasts. The industry has seen exciting recent advancements in aviation sustainability such as in the development of electric aircraft and in sustainable aviation fuels (SAF). Details provided on public comment period and how to make a formal submission.
7 January 2024	Salisbury City Centre	Preliminary Draft Master Plan 2024 Media Release	Reposted the Parafield Airport Facebook post.
8 January 2024	Australian Aviation	Parafield Airport aims to boost airfield efficiency over next 8 years	Article discusses proposed infrastructure improvements. Discusses commercial development in Business, Commercial and Enterprise precincts. Comments on current and future jobs and economic contribution. Outlines that PAL will continue to review the impact of aircraft noise on the local community.
8 January 2024	InDaily	Parafield Airport re-releases draft master plan for consultation	Article announces release of the Preliminary Draft Master Plan 2024 commenting on aircraft movement forecasting which has not changed significantly from the 2017 Master Plan forecast. Mentioned due to the proximity to the surrounding areas, careful planning and consultation is required for operational requirements and community needs. PAL will continue to look at ways to minimise the impact of aircraft noise on the local community.
10 January 2024	Blair Boyer MP Facebook	Electric aircraft viewing	Article announces these are the same aircraft that we will be seeing more of replacing single engine trainers. For the first time, the forecast number of petrol-powered training flights is expected to fall significantly across the period of the plan. This is good news for a number of local residents, who have been impacted by the noise of training flights and the flight paths of electric training aircraft will be closer to the airport, enabling some residential areas to now be avoided altogether. Note: PAL holds a different perspective. Please refer to PAL direct engagement comments with Minister Boyer
16 January 2024	5AA Radio - Stacey Lee	Draft Master Plan for Parafield Airport has been released	A general interview with s 47F (Executive General Manager – Parafield Airport). Commented there could be 70,000 more flight movements within 20 years or by 2043. Discussed forecast, employment, key economic driver and key education facility, to the northern suburbs and South Australia, training facility for international students, number of homes effected by additional aircraft movements, can view maps on the website, number above details, helicopter movements, control tower operational hours.

3.8. Print and Social Media (continued)

DATE	OUTLET	TITLE	DESCRIPTION
24 January 2024	The Advertiser	Parafield Airport Draft Master Plan 2024 forecasts 70,000 flights by 2043, thousands more homes hit by aircraft noise	Parafield Airport will see 70,000 more flight movements by 2043, a rise of 27 per cent in pre-COVID terms, and is forecasting thousands more homes to be affected by aircraft noise over the next 20 years, predicts aircraft movements to rise from 269,500 to 342,000 by 2043. Maps in the master plan show that by 2043, hundreds more homes around the airport are forecast to fall within the airport's "acceptable" noise-level boundaries, which will expand over the next two decades. However, it also advises that it is down to more accurate modelling, not more flights.
27 January	The Advertiser	Residents suffer	s 47F Gulfview Heights article re Parafield Airport expanding operations by more than 50 percent. Quoted pilot training operation operates 12 hours a day with hundreds of circuits each day, weekends and public holidays, having an international pilot training scheme in metro area, plan to double noise and pollution over suburbs, more suitable location.
January 24	Parafield Airport Newsletter	Master Plan 2024	Article regarding Parafield Airport has released its Preliminary Draft Master Plan 2024, jobs current and future, economic contribution, where to view the Master Plan and details on how to provide written comments.
30 January 2024	Northern Business Breakfast Facebook – PDMP 24 article	Have your say	Facebook article by Northern Business Breakfast - sent out Parafield Airport's Facebook article advising the Parafield Airport Preliminary Draft Master Plan 2024 (PDMP) has been released for Public comment. Provided link to Master Plan and included information on how to provide written comments. Included job and economic details. For info: Northern Business Breakfast is a collaboration between Rotary Club of Salisbury and the Rotary Club of Elizabeth with support from the Stretton Centre.
31 January 2024	Advertiser	Parafield Airport Preliminary Draft Master Plan 2024 Public Comment Period	Advertisement advising Parafield Airport Limited (PAL) has prepared the Parafield Airport Preliminary Draft Master Plan 2024 (PDMP) for public comment and welcomes written comment. Three public open days will be held as part of the public comment process with dates, times and location advised. Free electronic copies are available to download on the website and hard copies may be purchased from Parafield Airport.
6 February 2024	Parafield Airport Facebook page	Have your say	Advertised Public Open Day at Parafield Airport between 1.30pm and 4.30 pm, Wednesday 7 February 2024 at Parafield Airport office. Provided Open Day information - dates, times and venues, invited the public to participate in the consultation process and provided website link which included details on how to provide written comments up until close of business on 4 April 2024.
7 February 2024	ABC Radio – David Bevan's show	Parafield Airport Master Plan - Salisbury Mayor Gillian Aldridge	The interview was reminding people the first open day was on today. Was a chat with Mayor Aldridge (Mayor of City of Salisbury) reminding people to attend and discuss any concerns including any future plans and how they might be affected. She commented that the team would assist with any queries. They discussed the upcoming open days to be held at City of Salisbury on 29 February from 4pm to 7pm and at PAL on 6 March.
20 February 2024	"Northern Voices" program on PBA-FM	Para Broadcasters Association Inc. PBA-FM	A general interview with s 47F (Executive General Manager – Parafield Airport) about the facility which has been part of this area for many years, including the history of the airport, how busy it is and what it is mainly used for.
21 February 2024	Northern Business Breakfast Facebook	Facebook post re Northern Business Breakfast	General post and photos on the Northern Business Breakfast where s 47F (Executive General Manager – Parafield Airport) presented an overview of the Master Plan 2024 and answered attendee questions. A stall was also provided where attendees could talk with PAL staff for more information.

DATE	OUTLET	TITLE	DESCRIPTION
21 February 2024	Cr Beau Brug JP_ Facebook article re Northern Business Breakfast	Cr Beau Brug JP Facebook article 'Attended the Northern Business Breakfast'.	Interested in impacts on the surrounding community including future development behind the Bridges estate in Mawson Lakes, development on both sides of Elder Smith on Airport land and the development along the Main North Rd corridor. Provided upcoming Open day dates and some presentation slides.
5 March 2024	Parafield Airport Facebook page	Have your say	A Facebook announcement was made on the PAL Facebook page, specifically highlighting the upcoming open day scheduled for March 6.
April 2024 Issue	Northern Living newsletter	Northern Business Breakfast - Parafield Airport Master Plan: For background Northern Living Magazine is the only community lifestyle magazine in the northern suburbs	The article highlighted the recent Northern Business Breakfast where S 47F (Executive General Manager – Parafield Airport) presented an overview of the Master Plan 2024. Key takeaways from his presentation were: - Economic prosperity and development of northern Adelaide and South Australia through employment and value-added production. - Currently supports 2,570 jobs and contributes over \$350M to Gross State Product, with both set to double over the next 20 years. - Number of developments. - Over the next 20 years aircraft movements are estimated to grow by 2.1% per annum to 342,000. - Challenges to overcome with electric/hybrid aircraft types, however these could be 17% of movements in 2031 and are forecast to grow to 69% of movements in 2043. - PDMP is available online for viewing.

Examples of Social Media Articles

21:22 Wed 21 Feb

northern business breakfast

All Posts People Groups Photos Videos Pages Places Events Marketplace

Councillor Beau Brug JP is at The Old Spot Hotel. · Follow

1 h · Salisbury Heights, Adelaide ·

Attended the Northern Business Breakfast this morning to hear from Tom Gnanley, Executive General Manager of Parafield Airport.

In particular I was interested in the Masterplan and the impacts on the surrounding community including the future development behind The Bridges estate in Mawson Lakes, development on both sides of Elder Smith on Airport land and the development along the Main North Road corridor.

Consultation on the Masterplan is still open, with upcoming on:

- 29 Feb 2024 @ Council - 16:00 to 19:00
- 6 March 2024 @ Airport - 13:30 to 16:30

Here's some of the slides!

Blair Boyer MP is with Zoe Bettison MP and 2 others.

January 10 at 1:30 PM

Michael Brown MP, Member for Florey and me viewing an electric aircraft (🚁) produced by SA company Infinitus Aero.

These are the same aircraft that we will be seeing more of in our area, replacing single engine trainers as outlined in the draft Parafield Master Plan.

For the first time, the forecast number of petrol-powered training flights is expected to fall significantly across the period of the plan. This is good news for a number of local residents, who have been impacted by the noise of training flights.

Also significantly, the flight paths of electric training aircraft will be closer to the airport, enabling some residential areas to now be avoided altogether.

This decision builds on the support of electric training aircraft first announced by the then S Malinauskas Labor Opposition in 2018 and expanded after the 2022 State Election.

My colleagues and I will continue working on practical solutions to enable Parafield to become one of the quietest airports in Australia.

24 12 comments 5 shares

Like Comment Share

Most relevant

InDaily article - 9 January 2024

INDAILY | SALIFE | CityMag

NEWS BUSINESS OPINION EAT | DRINK | EXPLORE ARTS & CULTURE *ISpy* PREMIUM PROPERTIES SALIFE CityMag EVENTS the post

Parafield Airport releases draft master plan for consultation

The plan outlines the development of the Parafield Airport for the next 20 years with a detailed focus on the next eight years.

Parafield Airport Executive General Manager Tom Ganley said aircraft movement forecasting has been undertaken for a range of scenarios which recognise the need for adaptability in planning to meet the changing environment.

The Master Plan indicates the forecast for aircraft movements in 20 years (2043) has not changed significantly from the forecasts outlined in the 2017 Master Plan.

"Parafield Airport's proximity to the surrounding suburbs 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," Ganley said.

"We will continue to look at ways to minimise the impact of aircraft noise on local communities by working with the training schools, Airservices Australia and local councils, while always having regard to the safety of flying operations."

The 2024 Parafield Airport Preliminary Draft Master Plan is now on public display for a period of 60 business days.

Written submissions can be made by the closing date of Thursday, April 4.

- Jim Plouffe

The Advertiser - 15 January 2024

2024/01/15 (Sat) 10:12 AM The Advertiser

Home Today's News Local SA National World Opinion Business Entertainment Lifestyle Sport

Parafield Airport draft master plan 2024 forecasts 70,000 flights by 2043, thousands more homes hit by aircraft noise

Only noise from Parafield Airport will affect thousands more homes over the next 20 years, a draft plan says, despite forecasts for a rise in aircraft movements.

Parafield Airport Executive General Manager Tom Ganley said aircraft movement forecasting has been undertaken for a range of scenarios which recognise the need for adaptability in planning to meet the changing environment.

The Master Plan indicates the forecast for aircraft movements in 20 years (2043) has not changed significantly from the forecasts outlined in the 2017 Master Plan.

"Parafield Airport's proximity to the surrounding suburbs 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," Ganley said.

"We will continue to look at ways to minimise the impact of aircraft noise on local communities by working with the training schools, Airservices Australia and local councils, while always having regard to the safety of flying operations."

The 2024 Parafield Airport Preliminary Draft Master Plan is now on public display for a period of 60 business days.

Written submissions can be made by the closing date of Thursday, April 4.

- Jim Plouffe

The Advertiser - 16 January 2024

Media Item Full Text

70,000 more flights, thousands hit by aircraft noise

Adelaide Advertiser, Adelaide by Lynlon Grace General News - Page 5 - 310 words - ID 2015114634 - Photo: Yes - Type: News Item - Size: 167,000m2 16 Jan 2024

Parafield Airport will have 70,000 more flight movements by 2043, a rise of 27 per cent in pre-Covid terms, and forecasts thousands more homes will be affected by aircraft noise over the next 20 years.

In its draft master plan for 2024 which outlines its plans and forecasts over the next eight and 20 years it predicts aircraft movements to rise from 269,500 to 342,000 by 2043. Under the "high" forecast, that number could hit nearly 400,000 a year. The draft plan indicates the airport's capacity is 450,000.

The 433ha airport in Adelaide's north has long battled complaints from nearby residents about aircraft noise and flight paths over homes.

Now maps in the master plan show that by 2043, hundreds more homes around the airport are forecast to fall within the airport's "acceptable" noise-level boundaries, which will expand over the next two decades. But it says that's down to more accurate modelling, not more flights.

It forecasts hundreds of extra homes, including in Mawson Lakes, Pooraka, Braham Lodge, Greenfields and Parafield Gardens, will experience an average of 100 daily noise events above 60dBA "caused by overflying aircraft".

A passing car is about 70.

It also predicts even louder aircraft noise for more surrounding light industrial businesses by 2043, and part of Mawson Lakes Golf Course.

Parafield Airport executive general manager Tom Ganley said Parafield Airport's proximity to suburbs meant careful planning and consultation was required to balance operational requirements with community needs. "We will continue to look at ways to minimise the impact of aircraft noise on local communities by working with the training schools, Airservices Australia and local councils, while always having regard to the safety of flying operations," Mr Ganley said.

The Parafield Airport Preliminary Draft Master Plan 2024 is on public display until April 4. Submissions to palmasterplan2024@aal.com.au.

Caption Text:
Parafield Airport's forecast noise level boundaries by 2043.

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3.9. Summary

3

PAL undertook an extensive multi-format public engagement program during the statutory 60 business day period. This ensured that the community and stakeholders were well informed of the content of the Preliminary Draft Master Plan 2024 and the process to provide feedback.

PAL will continue to positively engage with the community and stakeholders through regular consultation forums, including the Parafield Airport Consultative Committee and the Planning Coordination Forum, throughout the implementation of the Master Plan 2024.

Engagement

- 04/01/24: Official letters to DTI (PLUS), COS and Minister for Planning, advising of release, emailed and sent via registered mail (3)
- 04/01/24: Key stakeholder letters sent via email advising of release (77)
- 05/01/24: PCF and PACC committee members advice letters sent (total 60 members)
- 05/01/24: Internal AAL and PAL announcement
- 06/01/24: Advertised in Advertiser
- 06/01/24: Public comment period commenced 6 January (closed 4 April 2024)
- 06/01/24: Website went live with document and factsheets
- 06/01/24: Media release distributed
- 09/01/24: Meeting with John Fulbrook MP - State Member for Playford
- 16/01/24: Meeting with Tony Zappia MP – Federal Member for Makin
- 30/01/24: Department of Trade & Investment (Planning and Land Use Services) meeting
- 07/02/24: 1st Open Day - PAL Management Centre, 1.30pm to 4.30pm
- 13/02/24: Planning Coordination Forum held
- 16/02/24: Meeting with Blair Boyer MP - State Minister for Education, Training and Skills / Member for Wright
- 22/02/24: Parafield Airport Consultative Committee
- 22/02/24: Parafield Airport Technical Working Group
- 29/02/24: 2nd Open Day City of Salisbury, 4.00pm to 7.00pm
- 04/03/24: City of Salisbury Council meeting and presentation
- 06/03/24: 3rd Open Day - PAL Management Centre, 1.30pm to 4.30pm
- 25/03/24: City of Salisbury council meeting
- 26/03/24: Department for Infrastructure and Transport meeting

Released under the Freedom of Information Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

Parafield Airport Consultation Summary

Media / Website / Social

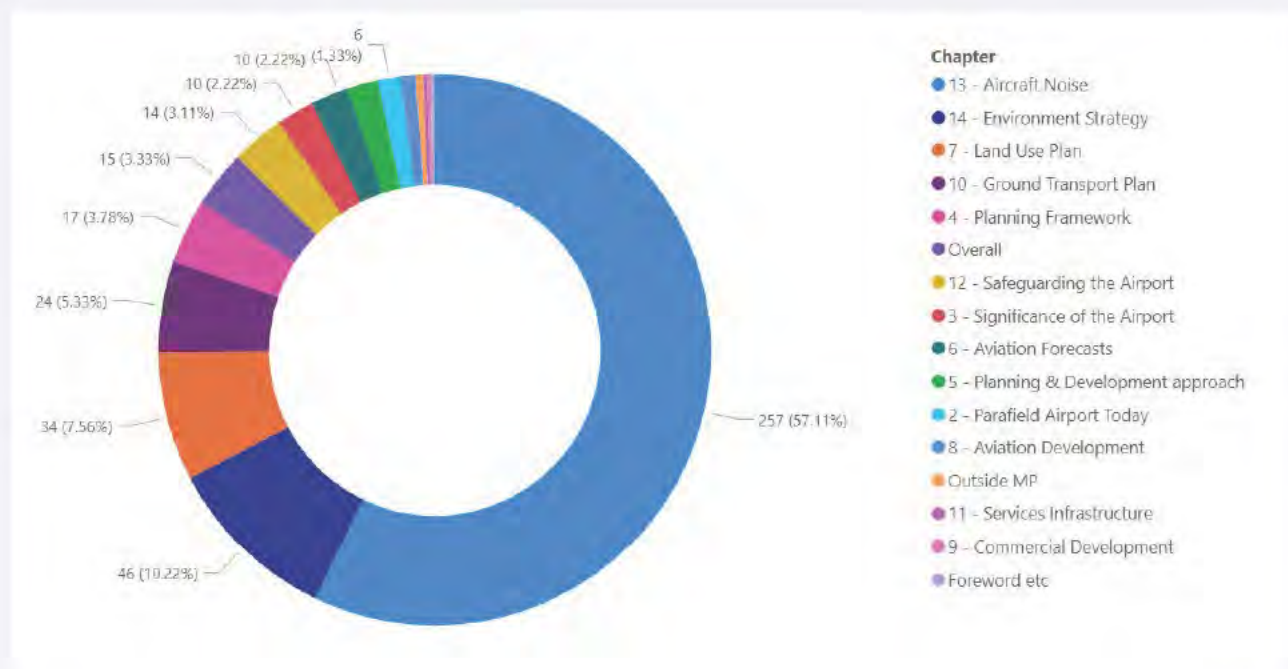
- 6,933 visitors to the Master Plan 2024 webpage
- 258 downloads of the full Preliminary Draft Master Plan 2024
- 18 media articles
- 5 social media posts with 284 likes/reactions, 1,298 link clicks, 33 comments and 26 shares.
- Top 4 Sections downloaded
 - Introduction
 - Land use plan
 - Forward
 - Aircraft noise

Timeframes

- Australian Noise Exposure Forecast endorsed by Airservices 14 December 2023.
- Preliminary Draft Master Plan 2024, public comment period advertised 6 January 2024
- Preliminary Draft Master Plan 2024 public comment period opened 6 January 2024
- Preliminary Draft Master Plan 2024 public comment period closed 4 April 2024
- Draft Master Plan 2024 due by 11 June 2024 to align with the requirements of the Airports Act (the new Australian Noise Exposure Forecast must have been endorsed in the last 180 days of the period applicable).

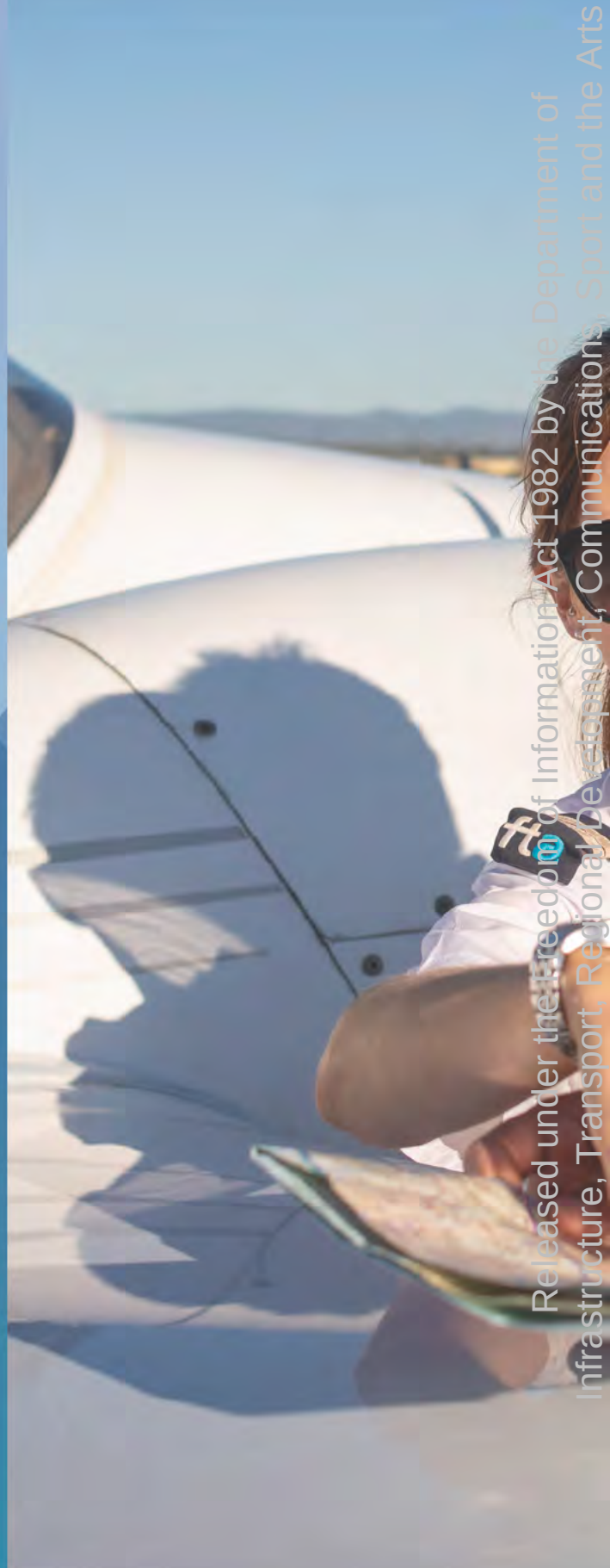
Submissions

- 54 submissions received since 6 January 2024 with 453 comments.



4

Submissions and Responses





Released under the Freedom of Information Act (1982) by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

4.1 Summary of Submissions

PAL has considered all public comment submissions regarding the Preliminary Draft Master Plan 2024.

The Supplementary Report presents the responses to issues raised in a table format (refer to Appendix L, M N and O) that identifies:

- **Submission Number** - unique number identifier for each submission to allow easy reference (#).
- **Name / Organisation** - the name and/or organisation that has made the comment.
- **MP Reference** - the relevant section of the Master Plan 2024 where the issue is discussed.
- **Submission Issue** - the specific comments made regarding the issue.
- **PAL Response** - PAL's due regard for the comments made.
- **MP Amendment** - indicates whether the Draft Master Plan 2024 has been modified as a result of the PAL's consideration of the submission comment.

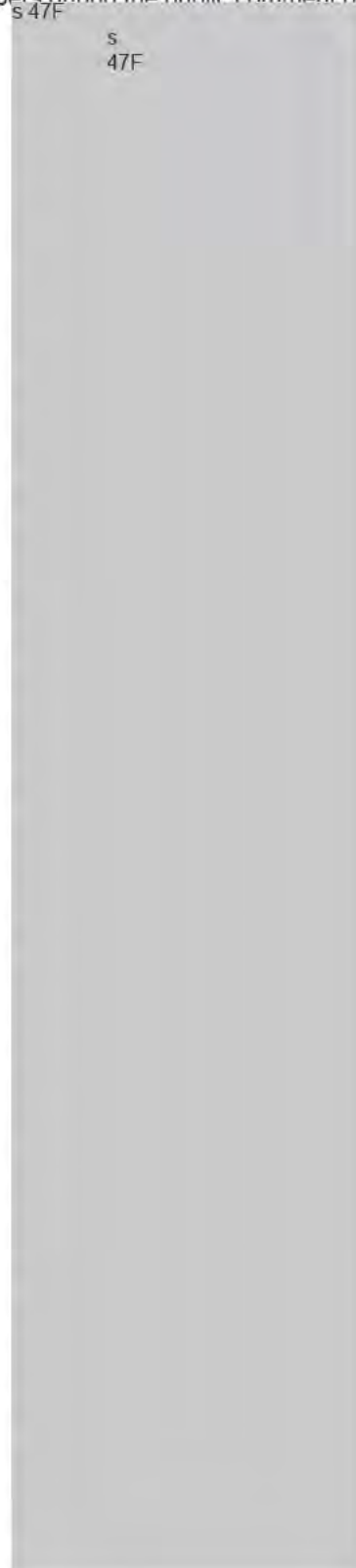
Public comment submissions have been categorised as one of four groups:

- **Community** - Individuals making submissions as residents or small business owners
- **Government** - Members, Ministers and agencies of Commonwealth, State and Local governments
- **Non-Government Organisations** - Submissions lodged on behalf of an organisation, group or larger businesses
- **Aviation Industry** - Flight Training Companies, general aviation operators, aviation related organisations.

4.1.1 Community

42 submissions were received from community members during the public comment period.

(1)
(2)
(3)
(4)
(5)
(6)
(7)
(8)
(9)
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(43)
(44)
(45)
(46)
(48)
(49)
(51)
(52)



Refer to Appendix P for a copy of the submissions and PAL's response to the submitter.

4.1.2 Government

8 submissions were received from Commonwealth, State or Local government agencies and representatives.

Commonwealth

- (36) Tony Zappia MP - Federal Member for Makin
- (53) Department of Climate Change, Energy, the Environment and Water (DCCEEW)r

State

- (27) Hon Nick Champion MP - State Minister for Planning
- (15) Hon Zoe Bettison MP - State Minister for Tourism
- (39) South Australian Environment Protection Authority (EPA)
- (54) State Department for Infrastructure and Transport (DIT)

Local

- (47) City of Salisbury
- (17) City of Adelaide

Refer to Appendix Q for a copy of the submissions and PAL's response to the submitter.

4.1.3 Non-Government Organisations

3 non-government organisations made submissions during the public comment period.

- (28) South Australian Aviation Museum Inc.
- (34) South Australian Freight Council
- (50) Engel Holdings Pty Ltd

Refer to Appendix R for a copy of each submission and PAL's response to the submitter.

4.1.4 Aviation Industry

1 submission was received during the public comment period from an aviation industry organisation.

- (28) Flight Training Adelaide

Refer to Appendix S for a copy of the submission and PAL's response to the submitter.

4.2 Submission themes and responses - to format

This section of the Supplementary Report outlines the key themes raised in public comment submissions, and PAL's response, for each chapter of the Master Plan.

Overall Support for Parafield Airport and the Master Plan

Support for the Master Plan

Five supportive submissions were received, with three from the community, one from a non-government organisation (South Australian Freight Council), one from Local Government (City of Adelaide) and one from the Aviation Industry (Flight Training Adelaide). These included full support for the development of the airport and continued operation in Parafield Airport's current location and for the development proposed over the next 20 years.

The Flight Training Adelaide submission highlights Parafield Airport's significance, noting "FTA and Parafield Airport have been intertwined for over 40 years. They are more than just infrastructure and a business; they are part of South Australian history and a source of pride."

The community submissions made comments of "fully support Parafield Airport continuing to operate", "Happy with development proposed for next 20 years. Airport is needed at Parafield", and "I have looked through the proposal and it is certainly going to impact me as one of the new developments will be going in behind my back fence. I appreciate growth through, and I look forward to more of the retail aspect".

PAL response:

PAL welcomes support for the Master Plan 2024 and the continued development and operation of Parafield Airport.

Section 2: Parafield Airport Today

Further information on the importance of Parafield Airport's history

The South Australian Aviation Museum submission stated that Master Plan did not provide enough acknowledgement of Parafield Airport's important place in SA civil and military history and provided additional information about the history of the airport, including a correction to the airport's opening date.

PAL response:

PAL recognises the importance of Parafield Airport to aviation history. The SA Aviation Museum provided additional information about Parafield Airport's important place in civil and military aviation history.

Section 2 (Airport History) has been updated to correct the opening day information and include additional details about the airport's history. Section 14 (Built Heritage) has been updated to include information about specific buildings.

PAL is keen to highlight Parafield Airport's significant aviation history as part of the airport's upcoming centenary celebration (in 2027) and looks forward to engaging with the Aviation Museum in the planning of the centenary activities.

Section 3: Significance of the Airport

More detailed economic contribution information including focus on aviation impacts

There were multiple submissions that made comments about the economic assessment. The City of Salisbury stated that there "must be rigorous public examination of the growth assumptions used to identify the economic growth scenarios".

Federal MP (Tony Zappia) suggested that it would be more meaningful to know what the contribution is from aviation use. Four community submissions made comments that non-aeronautical businesses need to be removed as it was misleading, and there was some criticism of employment figures being overstated by including induced employment. One community submission stated that the Master Plan fails to give an accurate effect on the local and regional economy as the airport's "contribution to State GDP would be insignificant if their net operational impacts e.g. health effects and lost productivity were objectively measured".

PAL response:

An assessment of the contribution that Parafield Airport makes to the South Australian economy was undertaken by Hudson Howells, which provides specialist economic research and analysis. The assessment is based on information provided by the various businesses located at Parafield Airport as well as economic modelling. Forecasts have considered previous economic assessments undertaken in 2008, 2011 and 2016, the forecast aircraft movement growth detailed in Section 6, and the development plans for Parafield Airport described in this Master Plan.

Direct, indirect and induced multipliers are typical calculations for economic and employment modelling as they provide understanding of the broader impact of planned actions. Section 3.2 describes the induced (or multiplier) contribution as being the contribution from direct and indirect employees spending their incomes on consumer goods and services.

Section 3 has been updated to include additional

information about the economic assessment methodology and provide a split between aviation and non-aviation business activities in 2022.

The full Economic Assessment Report (with minor redactions to remove survey response identifiers) was published on the Parafield Airport website parafieldairport.com.au/masterplan on 29 March 2024.

Section 4: Planning Framework

Improved regulatory oversight of Parafield Airport

Six (duplicated) community submissions made the comment that “there is zero regulation over Parafield Airport. I don't see what they have done by way of 3rd party Audit to suggest they have earned the right to expand in the best interests of the community”.

Another community submission made reference to continued development that is exempt from local planning controls. One community submission requested an update to the Airports Act “to have proper plans prepared, rather than self interested companies leading consultant's and controlling draft reports”.

PAL response:

PAL recognises the important role the Commonwealth Government plays in the overall oversight of the management and operation of Parafield Airport.

PAL operates under a 50-year (plus 49-year option) Airport Lease agreement with the Commonwealth. The Airport lease specifies obligations for PAL to develop the airport. A key requirement of the Airport Lease is that PAL complies with all legislation relating to the airport site. The Master Plan details the various legislation applicable to airport planning, land use and development control, environmental management, and aviation operations and safety. Although State land use planning legislation and policy do not apply to Commonwealth land, Figure 4-2 demonstrates the close alignment of Parafield Airport's planning framework to the State's planning system.

The Master Plan has been updated to include information about the Airport Lease.

PAL also recognises that the Airports Act 1996 is Commonwealth legislation that is administered by the Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts. (DITRDCA), and that DITRDCA is therefore responsible for administering changes to the Airports Act which is outside of the Master Plan process.

Request for extension of public comment period

One submission from a non-government organisation requested an extension to the consultation period to allow time for review of additional information that had been requested in the submission.

PAL response:

PAL recognises that the public comment period for an airport Master Plan is established by the Airports Act 1996. Section 79(1)(iv) requires a public comment period of 60 business days. Due to the requirement for PAL to submit the Draft Master Plan to the Minister within 180 days of the ANEF being endorsed (per Section 76(1A) of the Airports Act), the public comment period for the Preliminary Draft Master Plan is unable to be extended.

Also, information that was being requested had previously been provided to the submitter and there had been no change to that information.

PAL did also accept submission past the closing of the public comment period, including from the State Department of Infrastructure and Transport.

Foreign ownership of flight training schools

One community submission raised concerns that the foreign ownership of flying schools based at Parafield Airport did not meet the foreign ownership requirements described in Section 40 of the Airports Act

PAL response:

PAL recognised that Section 40 of the Airports Act 1996 applies to the foreign ownership of an airport-operator company. Part 1 Section 4 (Simplified Outline) of the Airports Act states that “This Act uses the term ‘airport-operator company’ to cover both airport-lessee companies and airport-management companies”. Section 40 of the Airports Act therefore applies to Parafield Airport Limited. Section 2.5 of the Master Plan shows the current shareholder equity of PAL.

Section 5: Planning & Development Approach

Supporting the aviation industry

The submission from Flight Training Adelaide (FTA) stated that Parafield is one of the most well positioned airports for flight training in Australia, and that while FTA had previously explored the opportunity to train in Port Lincoln, the remoteness and unreceptive nature of the local population to both training aircraft and foreign students was a bridge too far.

4.2 Submission themes and responses (continued)

PAL response:

As outlined in Section 5.2.1 a number of inherent advantages make Parafield Airport ideal for pilot training. The Master Plan has been updated to note that many of these advantages are not found at other airports around South Australia. In particular, Parafield Airport is the only airport in South Australia with a parallel runway system for supporting training activity, and is one of only three airports in South Australia that have Air Traffic Control services (the other airports are Adelaide and Edinburgh airports). Section 5 was updated to provide additional information about FTA.

PAL is aware that there is a need to balance the operations at Parafield Airport with the impacts on the surrounding communities, in particular from the exposure of aircraft noise. FTA is an active member of the Parafield Airport Consultative Committee and also the Technical Working Group. PAL will continue to work with FTA to balance the continued success of FTA, and the importance of pilot training to SA and the wider aviation industry, with the views and needs of the surrounding communities.

FTA demonstrated their commitment to community engagement through attending the Master Plan open days to speak with members of public this also allowed FTA team members to gain awareness of the community sentiment towards flight training operations.

PAL's consultation and engagement approach

A few community submissions made the comment that PAL has zero care to work with the community, and one submission suggested a shift in culture for PAL to genuinely consult with the community and that PAL needs to fulfil its pledged commitment to social corporate responsibility.

One community submission stated that the public comment for Preliminary Draft Master Plan 2024 was incomplete as many residents were unaware of the contents of the Master Plan, and another submission stated that consultation was lacking as there was no public meeting and not many people able to attend the Open Days.

One community submission provided positive feedback on the Open Day.

PAL response:

As outline in the Master Plan PAL is committed to effective consultation. The Commonwealth's Airport Development Consultation Guidelines notes that the conduct of an effective consultation program does not necessarily mean that all interested parties will be satisfied with the outcome, but it is about ensuring that a proposal has been fully explored, concerns identified, and alternatives considered. Section 5.4 details the range of forums and consultation activities, including

the Master Plan public comment process, to ensure this is achieved. Section 5.4 has been updated to reference the Airport Development Consultation Guidelines.

Section 3.3 identifies that PAL developed a Community Engagement Framework in 2020 which takes a proactive, 'open door' approach. This is a vital component of PAL's strategy and is pursued through a wide variety of activities, such as facilitating the PACC and TWG, and attending and speaking at numerous stakeholder, service group and community forums.

PAL will continue to explore different ways to engage with the stakeholders and the community.

PAL considers the consultation undertaken for Master Plan 2024 met and exceeded the requirements of the Airports Act 1996. Section 5.4.4 details PAL's consultation approach and activities for the Master Plan.

There was extensive notification of the release of the preliminary draft Master Plan 2024 for public comment, including newspaper notices, social media posts and correspondence to various stakeholders. There were also 17 media articles about the Master Plan published during the public comment period. To support the release of the preliminary draft Master Plan 2024 for public comment, PAL prepared a summary booklet as well as a range of fact sheets covering key matters such as aircraft noise management, safeguarding airport operations, land use, commercial development, and the environment.

Three public Open Days were held as part of the public comment process - two afternoon sessions at Parafield Airport, and one afternoon and evening session held at the City of Salisbury offices. Open Days are preferred to public meetings, as the Open Days allow residents to speak one-on-one with airport staff and find out information specific to their interests and concerns. The Master Plan 2024 Open Days were promoted through various channels, including the Parafield Airport website, the AAL and PAL Facebook pages, and two advertisements in The Advertiser newspaper. The open days were also mentioned by the Mayor of City of Salisbury on the ABC Radio. Attendees were able to engage with PAL staff and senior management from Flight Training Adelaide.

PAL staff were also available via email and telephone to respond to queries throughout the public comment period, and staff met with interested stakeholders and provided presentations whenever requested.

Participation in the Parafield Airport Consultative Committee (PACC)

Two community submissions made reference to the PACC, with one submission asking why the airport has a consultative committee when "they have not

implemented a single change to assist the community with noise in the time that I lived in my property”, and the second submission requesting resident representation.

PAL response:

The PACC and Technical Working Group (sub-committee of the PACC) consider feedback and suggestions from the community about potential noise improvements, and changes are made where feasible. It is noted that the aviation industry is highly regulated, with safety being the primary consideration. The applicable international and Australian legislation and standards stipulate how airspace and flight paths are designed and operated, as well as how aircraft must operate, and with this high regulation there are limitations on what can be changed about the way the airport operates. There have been a number of noise improvements instigated by the PACC/TWG, including changes to the Fly Neighbourly (previously referred to as Fly Friendly) permitted circuit hours described in Table 13-2.

Residents are represented on the PACC through the State and Council elected members that represent their respective communities. There are currently no local resident interest groups represented on the PACC. The PACC Terms of Reference, which is published on the Parafield Airport website, provides criteria for local resident interest groups and associations seeking to become a member of the PACC, and the PACC welcomes applications from any groups that meet the criteria outlined in the Terms of Reference.

The Master Plan has been updated to include information about the Terms of Reference and criteria for local resident interest groups. PAL's letter response to these community submissions will also provide this information and a hyperlink to the Terms of Reference.

PAL will continue to explore different ways to engage with the stakeholders and the community.

Section 6: Forecasts

Introduction of electric aircraft

Multiple community submissions commented on electric forecasts, stating that the forecasts cannot be relied on as there is no obligation for operators to invest in the technology and no clear timeframe for their introduction.

The EPA submission supported PAL's commitment to continue to monitor emerging technologies and adapt accordingly.

One community submission disagreed with the transition to batteries.

PAL response:

As outlined in the Master Plan 2024 aircraft operators at Parafield Airport have expressed a strong intention to take up electric or hybrid aircraft types when they become available, however there are some challenges that must be overcome for electric aircraft to become available and a viable option for the general aviation industry and examples of these challenges are described in Section 6.5.4.

While the timing of the commencement of electric aircraft at Parafield Airport is not known, the global advances in electric aircraft technology provides assurance that they will be introduced in Australia within the planning period of this Master Plan. Based on this information, as well as other economic and general aviation data, it is forecast that the proportion of total movements by electric/hybrid aircraft types could increase from an estimated 17 per cent in 2031 to 69 per cent in 2043.

The electric aircraft forecast information was prepared by Tourism Futures International (TFI) and involved TFI conducting independent interviews with flight training schools and other operators at the airport.

There is substantial online literature to indicate that electric aircraft are quieter than traditional aircraft combustion engines and will improve noise outcomes for the community. However, the extent of the noise reduction will not be known until electric aircraft types begin regular operation.

PAL feels that it's important to provide details about the introduction of electric aircraft into the general aviation market, however PAL is also cautious of setting the communities expectations on the changes that will come with the introduction as its likely this will be slow and also offset by the growth on non-electric aircraft. Section 13 (aircraft noise) has been updated to clarify that the noise modelling software only includes aircraft that are in operation, and the forecast electric aircraft have therefore not been included in the noise modelling.

Limiting aviation growth

There were 20 community submissions that objected to aircraft movement growth due to current noise exposure.

One submission from a non-government organisation queried the scenario planning for the forecasting, stated that the Master Plan does not provide supporting evidence that the highest number of recorded aircraft movements, attained in 2019 (almost 270,000) will be exceeded, and requested that the aviation forecasts be released for public review.

4.2 Submission themes and responses (continued)

PAL response:

PAL operates under a 50 year (plus 49 year option) Airport Lease agreement with the Commonwealth. The lease specifies obligations for PAL to develop the airport, having regard to the actual and anticipated future growth in, and pattern of, traffic demand for the airport site. The Airport Lease also states that PAL must at all times provide for access to the airport by aircraft. The Master Plan has been updated to provide information around PAL's obligations under the lease.

The forecasts were prepared by Tourism Futures International (TFI) and detail of the report is provided in Section 6 of the Master Plan. All key information from TFI's movement forecasting report has been provided in Section 6 (with some minor updates to simplify the text, consistent with other Master Plan text). Section 6.5.3 states that the forecasts do not account for short-term changes due to a myriad of factors that cannot be incorporated in forecasting. Section 6.4 identifies that by the end of 2022, aircraft movements at Parafield Airport had recovered to just over 81% of 2019 movement numbers. There is no indication that aircraft movements would not reach - and increase - from pre-COVID levels.

PAL expects that the airport will continue to grow and PAL acknowledges that there will be an increase in the number of aircraft movements at Parafield Airport. The Master Plan 2024 does not indicate any significant change to forecast aircraft movements. The reviewed forecast of 342,346 movements in 2043 is very similar to the Master Plan 2017 20-year forecast of 339,300 movements by 2036, and much less than the Master Plan 2012 forecast of 391,000 movements by 2031. The Master Plan 2024 forecast of 342,346 movements in 2043 is very similar to the 330,000 aircraft movements experienced at Parafield Airport in 1991/92).

Community concerns about aircraft noise are recognised and there are a broad range of programs in place to manage aircraft noise at Parafield Airport, which are described in Section 13.3 including the Fly Neighbourly program (previously referred to as the Fly Friendly program)

Section 7: Land Use Planning

Envisaged uses on airport

The City of Salisbury requested additional information and justification on a number of land uses. Four community submissions objected to specific envisaged uses.

PAL response:

Section 7 notes that the land use plan has been revised and updated from Master Plan 2017 to align, where practicable, to the recent changes to the SA planning system and revised land use definitions contained in the South Australian Planning and Design Code.

The Master Plan has also included several additional 'performance assessed - envisaged development' land uses in consideration of current and anticipated SA market trends as well as indicative market interest for potential uses at the Adelaide and Parafield airport sites. The Parafield Airport site is a major northern Adelaide economic and employment hub, and these additional uses provide greater development flexibility in areas of the airport site that are not required for aviation uses.

The specific envisaged uses identified in public comment submissions are:

- **Advertising:** PAL considers the size, location and type of any proposed advertising signage on airport. The Assessment Criteria for each precinct (see Section 7) identifies that development should align with the applicable design and infrastructure guidelines. The Design Guidelines will be updated to include more specific criteria for advertising hoardings and billboards.
- **Animal keeping in the form of dog kennelling:** this is a terminology change from "kennel management facility" in Master Plan 2017 to "animal keeping in the form of short-term dog kennelling" in Master Plan 2024. Master Plan 2024 has not changed which precincts have this as an envisaged use. The description in the Draft Master Plan 2024 has been further updated to "animal keeping in the form of short-term dog kennelling occurring within an enclosed managed environment".
- **Bulky goods:** this was an envisaged use for the Commercial Precinct in Master Plan 2017 and has been expanded to include as a potential use for the Airport Business Precinct (Business Policy Area) and Enterprise Precinct in Master Plan 2024. This is reflective of the desired character of these precincts and caters for occasional type retailing needs (rather than day-to-day needs). There remains market interest and demand for these forms of commercial developments in convenient locations, and the characteristics of operations is not dissimilar to conventional 'shops' that are also an envisaged use for these precincts.
- **Child care centre:** this is an existing use within the Airport Business Precinct, and the addition of child care centre as an envisaged use for the Enterprise Precinct is reflective of the desired character and market interest in this area.

- Cold storage facilities: this was an envisaged use for the Airport Business Precinct and Enterprise Precinct in Master Plan 2017, and has been retained for Master Plan 2024. Cold storage facilities are a common facility occurring on airports and support operations such as aviation-related freight operators.
- Conference and function facilities: this is a new envisaged use, and Master Plan 2024 identifies this for the Airport Business Precinct (Business Policy Area) in response to indicative market interest. It is considered an appropriate, low impact form of land use within the Business Policy Area and supports diversification of non-aeronautical offerings.
- Freight and/or distribution centre: this is an envisaged use for the Airport Business Precinct and Enterprise Precinct in both Master Plan 2017 and Master Plan 2024. This type of development is consistent with the Desired Outcomes for both precincts to support a range of appropriate land uses with convenient ground transport access.
- Hotels, tavern and liquor outlet: this is an envisaged use for the Commercial Precinct in both Master Plan 2017 and Master Plan 2024. There is an existing tavern within this precinct that is classified as a 'hotel' under the Planning & Design Code for liquor licencing purposes (a hotel is defined as 'premises licensed, or proposed to be licensed, as a general and hotel licence under the Liquor Licensing Act 1997'), and retaining this existing use allows for future expansion of this or similar facilities.
- Passenger terminal: passenger terminal is included in the glossary definition of 'aviation-related support industry' in Master Plan 2017, and aviation-related support industry is identified as an envisaged use for the Runways Precinct, Airport Business Precinct and Enterprise Precinct in both Master Plan 2017 and Master Plan 2024. The specific inclusion of 'passenger terminal' as an envisaged use within the Airport Business Precinct (Aviation Related Support Industries Policy Area) recognises the potential role that Parafield Airport could play in supporting low-capacity passenger and charter type movements and is a common-use alternative to a 'fixed base operation' which is an envisaged use for this precinct.
- Rail transport terminal and rail lines: this is an envisaged use for the Runways Precinct and Enterprise Precinct in both Master Plan 2017 and Master Plan 2024.
- Remotely piloted aircraft services: this is an envisaged use for the Runways Precinct, Airport Business Precinct and Enterprise Precinct in both Master Plan 2017 and Master Plan 2024. The Australian aviation industry is preparing for the introduction of remotely control aircraft and drones, and the Master Plan needs to acknowledge and plan for this eventuality.
- Restaurants: this is an envisaged use for the Airport Business Precinct and Commercial Precinct in both Master Plan 2017 and Master Plan 2024, and has also been included for the Enterprise Precinct in Master Plan 2024. Restaurant is a broad definition that includes activities such as cafes. This envisaged use is reflective of the desired character of these precincts to cater for the day-to-day needs of workers and visitors.
- Tourist accommodation: the envisaged use of 'Motel' for the Commercial Precinct in Master Plan 2017 has been updated to 'Tourist accommodation' in Master Plan 2024 to align with the terminology changes in the new SA Planning and Design Code. 'Tourist accommodation' has also been added as an envisaged use in the Enterprise Precinct for Master Plan 2024. Accommodation facilities could be complementary to the potential 'Tertiary education' land use that has been identified for the Enterprise Precinct (described in Section 7.10 Sensitive Development), and the use of the term 'tourist accommodation' provides flexibility for any potential future development. The inclusion of 'Tourist accommodation' also aligns with the range of mixed-uses envisaged for this precinct and the existing hotels in the adjoining suburb of Mawson Lakes.

Retail development at Parafield Airport

The City of Salisbury's submission queried the removal of shop floor limits (from Master Plan 2017), and stated that there was no explanation of how much retail was acceptable.

One community submission was supportive of more retail development.

PAL response:

PAL recognises that the Master Plan is a high-level planning document that sets the policy to allow PAL to be flexible to market demands. It does not increase the supply of land available for future development, but rather indicates the suitability of certain types of uses within the airport site.

The retail 'limits' mentioned in Master Plan 2017 were that "Shop (other than to services the day-to-day needs of the workforce and visitors to the precinct)" within the Enterprise Precinct, and "Shop with a gross leasable floor area greater than 50m²" within the Bennett Precinct, were non-complying developments.

For Master Plan 2024, the refinement and insertion of Policy Areas within the Airport Business Precinct to more explicitly describe the desired intent for different areas has enabled the removal of references which intended to limit supply.

4.2 Submission themes and responses (continued)

There is no specific State Government guidance on what is acceptable or not acceptable from a retail density/sustainability perspective. The Parafield Airport site is a strategically located employment node which provides a mix of commercial, industrial and retail activities that support users of the site and the surrounding community. SA State Planning Policy (SPP) 9 Employment Lands identifies the importance of these areas. The SPP recognises the challenge in striking the right balance between achieving desired urban form and maintenance of healthy competition and investment in the retail sector, and identifies the need for land supply for the accommodation of large-format outlets. SPP 9 also identifies the principles of retail planning which supports existing centres, allows expansion of designated centres, allows new activity centres to be established to support equitable and convenient access to services, while supporting productive settlement patterns and seeks to protect higher-order centres.

Sensitive developments

The City of Salisbury stated that 'child care centre' and 'tourist accommodation' uses should be sensitive developments. Two (duplicated) community submissions also stated that tourist accommodation should be amended to restricted or sensitive development due to "oversupply at Mawson Lakes and noise impacts".

PAL response:

PAL recognises that the SA State Planning and Design Code uses a definition for sensitive developments that differs to definition under the Airports Act. The Master plan has used the terminology of sensitive developments as defined under the Airports Act (Section 71A(2)) which includes a residential dwelling, community care facility, pre-school, primary, secondary, tertiary or other educational institution, and a hospital. The Airports Amendment Bill 2010 Explanatory Statement specifically notes (item 39) that the "reference to a pre-school and educational institution is not intended to capture childcare facilities"

Assessment of impacts of future developments

The EPA's submission noted that the Enterprise Precinct would benefit from specific assessment criteria setting expectations about the management of the interface between the precinct and surrounding areas.

Two community submissions requested further information about proposed land use in specific precincts.

As outlined in the Master Plan, the Master Plan presents an overview of the desired character and specific envisaged uses for each of the airport precincts.

PAL response:

Proposals for specific developments will go through the assessment process described in Section 7.13 (Development Assessment Process) and 7.14 (Building Assessment Process). As the planning for development progresses, further information will be shared with the surrounding community. As noted in Section 4.2.1.2 (Major Development Plan), proposed developments that are likely to have a significant impact on the local or regional community, or that meet the specified financial triggers, require the preparation of a Major Development Plan for public comment and Commonwealth approval.

PAL acknowledges the need for development occurring within the Enterprise Precinct to be sited and operated in a manner that manages potential interface conflict with the surrounding area. Potential ground-based noise sources are considered as part of the development assessment process described in Section 7.13. Section 14.12 identifies that lease agreements require tenants to take all reasonable and practicable measures to minimise noise generated at their premises. All activities occurring on site must comply with the noise criteria specified in the Airports (Environment Protection) Regulations 1997 (Cth). Section 7 has been updated to include additional information for the Enterprise Precinct as recommended by the EPA.

Section 8: Aviation Development

Risks with drones and air taxis

One community submission raised concerns with the safety and noise from unmanned air taxis and drones

PAL response:

PAL recognises that the risks associated with unmanned air taxis and drone deliveries are well recognised and the aviation industry is putting in place measures to ensure their safe operation. The operation of drones in areas around airports is managed by the Civil Aviation Safety Authority (CASA), which has established requirements for drone operator and drone flying authorisations. PAL is also aware that Airservices is developing digital air traffic management to safely integrate uncrewed aircraft flights into Australia's airspace.

PAL will work with CASA and Airservices as future technologies emerge. Section 8 has been updated to include information about the management of drones.

Runway changes

One community submission queried whether there was provision for lengthening the runways, while another community submission referenced the runway changes, such as replacing lighting, as helping increase airport capacity and types of uses.

PAL response:

Section 8.5.2 of the Master Plan states that the current runway infrastructure is suitable to accommodate both existing and forecast aircraft traffic over the next 20 years, with only maintenance driven development proposed to extend the useable life of the runways. The proposed maintenance will not increase airport capacity or types or uses.

Section 8 also notes that previous Parafield Airport master plans, including Master Plan 2017, identified that long-term future demand may require Code 3C aircraft to be accommodated through the extension and widening of the existing main runway 03L/21R, and while PAL continues to plan for the ability to adapt the airfield infrastructure to Code 3C aircraft, this is anticipated to be outside of the 20-year planning period of this Master Plan.

Upgrade the airport for regional/interstate operations

One community submission suggested there was need to upgrade Parafield Airport for regional and interstate flights.

PAL response:

PAL welcomes community support for the continued development of Parafield Airport.

Parafield Airport does not have the airfield infrastructure to facilitate regional and interstate flights (similar to those that operator from (Adelaide Airport). While passenger terminal has been included as a Performance Assessed - Envisaged Development within the Airport Business Precinct, this provision is an alternative to fixed base operations to support low-capacity passenger and charter type movements. Section 8.5.2 (Runways) notes that while PAL continues to plan for the ability to adapt the airfield infrastructure to Code 3C aircraft, this is anticipated to be outside of the 20-year planning period of the Master Plan.

Section 10: Ground Transport

Vehicle traffic modelling

The City of Salisbury requested that detailed traffic assumptions and modelling were made public.

DIT noted that “as northern Adelaide is projected to grow substantially over the horizon of the subject Master Plan, it is recommended that modelling for the airport precinct be refreshed once the outcomes of the Department’s Northern Adelaide Transport Study are known.”

PAL response:

PAL recognised the importance of careful consideration be given to transport requirements now and into the future to capture both opportunities and potential impacts. The Ground Transport Plan as outlined in the Section 10 of the Master Plan and associated modelling which has been undertaken to inform it, focusses on requirements at an estate and precinct level. The modelling approach and results arising from investigations undertaken by PAL have been shared with the DIT and acknowledged in their submission. Section 10.9.2 identifies that the ground transport concepts outlined in Master Plan 2024 will undergo further detailed modelling and refinement as triggers for development are reached to confirm final alignment, location, dependencies, layout of new intersections, as well as upgrades to existing infrastructure, and therefore concepts may change.

Section 10.9.2 of the Master Plan 2024 has been updated to reflect the need for updated modelling to reflect any updated planning outcomes that may arise from DIT planning studies.

PAL has approached, City of Salisbury staff on a number of occasions to present the modelling information. In the May 2024 Adelaide and Parafield Airports Planning and Coordination Forum, PAL invited stakeholders to contact PAL if any further information regarding modelling and rationale that formed the Ground Transport Plan was sought. Separately PAL has again offered to share details with City of Salisbury directly.

External road network planning

Submissions received from the City of Salisbury, Federal MP (Tony Zappia), and the community raised concern with the potential traffic impacts on external roads associated with proposed developments and proposed new/upgraded intersections. Those received from the Federal MP and community noted existing traffic congestion and provided suggestions for improvements on the external roads and/or boundary intersections.

4.2 Submission themes and responses (continued)

The City of Salisbury noted that “Council has been seeking a grade separation for the Kings Road rail crossing for some time, and it must not be jeopardised with additional crossings.” Federal MP (Tony Zappia) recommended that Main North Road between Elder Smith Drive and Kings Road should be widened to provide a continuous three lane road. DIT requested amendment to the Kings Road intersection showing as signalised in the future.

One community submission requested further information about proposed ground transport changes.

PAL response:

PAL is committed to ensuring an efficient ground transport plan for all modes of transport.

The State Department of Infrastructure and Transport (DIT) has responsibility for the external road network. DIT publishes planned road upgrades, as well as potential road upgrades being investigated, on its website. There are a number of recent projects relevant to Parafield Airport, and Section 10 has been updated to provide information about these studies and the weblink.

Section 10.8 notes that further commercial development within the airport site will be the primary driver for an increase in vehicle traffic to and from the airport, and these increased traffic volumes have been accounted for in the traffic modelling. The transport modelling approach and results have been shared with DIT. Consultation with DIT regarding proposed locations of upgraded/new intersections has taken place with no objections from DIT. PAL continues to work with DIT to ensure that the current and proposed road infrastructure remains fit for purpose. This includes the proposed new intersection with Kings Road that needs to be coordinated with traffic on the wider traffic network and any proposal by DIT to grade separate Kings Road at the railway intersection.

Section 10 has been updated to remove references to the Kings Road intersection being potentially signalised in the future, as requested by DIT.

Following PAL's meeting with Minister Zappia on 16 January 2024, the feedback received from the Minister on the Main North Road was provided to DIT for consideration.

As developments progress at Parafield Airport and prior to a Development Application or Building Approval, site specific traffic assessments are undertaken to determine the impact to internal and external roads as well as the identification of any mitigation measures that are required to be implemented as part of the specific development.

Publishing the Infrastructure Deed

A submission was received from a non-government organisation requesting the Infrastructure Deed between DIT and PAL to be made publicly available “to understand transport infrastructure that will be directly funded and provided by PAL in support of the past/ recent and future expansion of commercial activities on Parafield Airport”.

PAL response:

Section 10.3 of the Master Plan 2024 notes that the agreement details funding responsibility under various scenarios and trigger levels. The agreement is commercial-in-confidence and cannot be published.

Future rail spur development

The SA Freight Council provided strong support for the future rail spur recognising that “the potential opportunity exists and that the access corridor must be maintained to realise this if/when it makes commercial sense.” DIT provided the advice that more detailed rail design and industry feedback be obtained to ensure the precinct remains viable for this type of transport infrastructure, particularly given the desire to use longer and double stacked rolling stock in the industry.

Three community submissions were not supportive of the rail spur, and one submission questioned the claim that the rail spur would reduce traffic volumes on external road network.

PAL response:

Section 10.10 of the Master Plan 2024 discusses the potential opportunity for a future freight railway spur link due to the rail corridor located along the western boundary of the airport, and acknowledges that a rail spur will need to be considered carefully. The rail spur is not a new concept and is currently included in the Master Plan 2017. The consideration of the rail spur is dependent on the requirements of future developments and will be subject to detailed assessments and extensive consultation. A rail spur would likely trigger the Airports Act 1996 requirements for the preparation of a Major Development Plan for public review and Commonwealth decision.

PAL considered that a rail spur would reduce traffic volumes because the goods/ freight being transported by this potential rail link would otherwise be transported by road. This potential reduction has not, however, been included in the forecast traffic volumes referred to in Section 10.8.1.

Improving public transport to the Airport

The SA Freight Council encouraged investigation of opportunities to invest in additional public transport opportunities for the three main roads surrounding the airport to ensure that freight can access these corridors with the minimum impediment.

PAL response:

Section 10.11 notes that PAL encourages improved bus connectivity to the airport to provide greater opportunities for the public to use public transport. PAL will continue working with the SA Government to ensure appropriate infrastructure planning for public transport systems.

PAL agrees with the need for connectivity to the railway station and has updated Figure 10-8 within the Master Plan 2024 to include pedestrian connectivity to the western portion of the Airport Business Precinct via a proposed new walkway adjacent to proposed new precinct roads which then links to the existing shared pathway along Kings Road.

Improving active travel measures to the Airport

The DIT submission supported the consideration of emerging and active transport modes, and identified an opportunity to develop the Airport Business Precinct with pedestrian connectivity to the adjacent Parafield Railway Station.

PAL response:

PAL agrees with the need for connectivity to the railway station and has updated Figure 10-8 within the Master Plan 2024 to include pedestrian connectivity to the western portion of the Airport Business Precinct via a proposed new walkway adjacent to proposed new precinct roads which then links to the existing shared pathway along Kings Road.

Section 12: Safeguarding the Airport

Safeguarding aircraft operations through airspace protection:

Airspace matters were raised by the Minister for Planning, one non-government organisation, and one community member.

The SA Minister for Planning requested that any proposed changes to airspace are first discussed with the State given the potential effects on off-airport development.

The non-government organisation stated “the scale and level of detail on the OLS and PANS-OPS mapping provided in the Draft Airport Master Plan should be improved to provide basic cadastre and spatial

referencing (including aerial photography) to enable the accurate interpretation of these important overlays” and requested that the revised mapping be provided to them immediately.

The community submission queried whether there was a building height restriction in the Bennett Precinct given its alignment with runways.

PAL response:

Section 12.9 of the Master Plan outlines that the design of airspace is determined by criteria established by ICAO. PAL is required to comply with the requirements of the Civil Aviation Safety Regulations 1998 Part 139 (Aerodromes), Airports Act 1996 and Airports (Protection of Airspace) Regulations 1996 with regards to establishing, amending and protecting airspace surfaces (OLS and PANS-OPS). Any required changes to Parafield Airport's airspace surfaces will be communicated to relevant stakeholders. The State Minister for Planning's comment is likely to be more related to sensitivities around Adelaide Airport and building heights in the CBD.

PAL actively engages with developers and provides detailed OLS and PANS-OPS drawings on request, in line with the requirements of the Airports (Protection of Airspace) Regulations 1996. CAD files of Parafield Airport's OLS and PANS-OPS have previously been provided to the specific non-government organisation. The Parafield Airport website will be updated to provide contact details for this request going forward.

Section 7.6.1 states that one of the Desired Outcomes for the Bennett Precinct is to provide land uses that are compatible with the precinct's location in relation to runway centrelines and appropriately consider risk. The Airports (Protection of Airspace) Regulations 1996 and NASF Guideline F require PAL, as the airport operator, to assess proposed controlled activities - which includes buildings - that could intrude into prescribed airspace. Building height restrictions apply to some areas of the airport site, and this is considered by PAL for any proposed developments. Section 12 has been updated to state that controlled activity assessments are undertaken for all proposed on-airport activities where applicable.

Safeguarding the community through implementation of Public Safety Areas (PSAs)

The City of Salisbury calls for the inclusion of PSAs within the Master Plan, recognising that the extent of PSAs is likely to impact off-airport land and this would represent an impost resulting from Federal aviation policy.

One non-government organisation (with land adjoining the airport site) submission expressed concern about the impact of PSAs on their undeveloped land

4.2 Submission themes and responses (continued)

and stated that PSAs should not apply off-airport. One community submission queried the minimum requirements for a safety buffer for buildings near a runway.

The submission from Federal MP (Tony Zappia) recommended that commercial development adjacent to the runways need to be restricted for safety reasons.

PAL response:

Section 12.12 identifies that PSAs have not yet been formally adopted into the South Australian planning system. PAL remains committed to encouraging and working with the State government and the City of Salisbury to determine the best way of introducing PSAs into the state's planning system for off-airport developments in areas which could potentially affect the safe operation runways or flight paths. The PSAs for Parafield Airport will be published once these decisions have been made. It is noted that one of the recommendations of the NASAG's Implementation Review of the NASF, published in October 2021, is for State/Territory governments to implement the principles and guidelines of NASF in their respective planning regimes by 2027.

The NASF Guideline I for PSAs states that it is not intended that the Guideline will be applied retrospectively to existing development. PAL has previously provided advice to the City of Salisbury that they should consider Guideline I and crash risk when considering development applications in locations surround the airport, particularly inline with runway centreline.

For development occurring on the airport site, PSAs are considered by PAL in the approval process. When considering development proposals in proximity to runway ends, a risk assessment is completed to understand both individual and collective risk related to the proposed development's siting. This information is then used to inform a decision on whether a particular development is appropriate in the nominated location and/or design responses are needed to minimise risk to acceptable levels.

Section 12 has been updated to include additional information about the consideration of PSAs for on-airport developments and to make reference to the NASF Guideline not applying retrospectively.

Impact on off-airport developments due to windshear and turbulence requirements

One submission from a non-government organisation (with property that adjoins the airport) stated that windshear assessment areas should not be adopted or imposed on land beyond the airport boundary and should not be used to trigger the referral of a development application to the PAL.

PAL response:

Section 12 outlines the details importance of windshear and turbulence assessments. The windshear assessment envelopes presented in Master Plan 2024 are based on NASF Guideline B criteria and extend outside of the airport boundary.

While the SA's Planning and Design Code has a Building Near Airfields Overlay that provides guidance for limiting the height of new buildings within a defined area to mitigate the risk of building induced windshear and turbulence, Section 12.5 identifies that this does not fully reflect the principles contained in Guideline B.

The NASAG published its Implementation Review of the NASF in October 2021, and one of the Implementation Review recommendations to be taken forward by NASAG is for State/Territory governments to implement the Principles and Guidelines of NASF in their planning regimes by 2027.

Section 12.5 has been updated to state that PAL will continue to encourage the State Government to incorporate the NASF Guideline B requirements into the assessment process for off-airport developments in areas which could potentially affect the safe operation of aircraft.

Impact of safeguarding measures on off-airport land

The submission from a non-government organisation sought "to ensure that the commercial opportunities on their land holding are not further constrained, sterilised and eroded to achieve the expanded and growing commercial goals, ambitions and objectives of Parafield Airport" and "that Parafield Airport is not relying on the adjoining Engel land holding as the purview of the airport to achieve the commercial objectives to grow and expand the Airport with no compensation offered to adjoining land owners".

PAL response:

PAL does not rely on any non-airport land holding as a purview of the airport to achieve the commercial objectives to grow and expand the airport. The airport safeguarding measures are established by Commonwealth civil aviation safety and airspace legislation, and through the NASF guidelines which were developed in agreement with Commonwealth, State & Local Governments. PAL continues to advocate for all NASF guidelines to be incorporated into the SA's Planning and Design Code by the SA Government to maintain safe aircraft operations.

Risk of aircraft crash on surrounding areas

Three community submissions raised concerns with the risk of crash from pilot training being conducted over residential areas. One of the submissions stated that an accurate summary of every reported safety incident over the past 20 years should be provided to the Master Plan's decision maker.

PAL response:

PAL recognises that aviation is a highly regulated industry and safety is the most important consideration. Aircraft operators are subject to strict standards to ensure the safety of aviation operations. In Australia, CASA establishes the rules for how pilots are licensed, who can maintain the aircraft, who the operator is and what permissions they need, the requirements for aircraft to be registered, and aircraft certification and airworthiness standards.

The Civil Aviation Safety Regulations 1998 requires Parafield Airport to have an Aerodrome Emergency Plan which details the arrangements for the various types of emergencies that could occur.

Section 12.12 has been updated to note that the Australian Transport Safety Bureau publishes all aviation safety occurrences on its website.

Section 13: Aircraft Noise

Aircraft noise management

Submissions received from a Federal MP (Tony Zappia), the City of Salisbury and the majority of community submissions identified concerns with existing aircraft noise and expressed a desire to reduce noise exposure. 22 community submissions state that they do not support an increase in aircraft movements.

One community request (from an ex-local government planner) suggested a benchmarking framework to be able to quantify if the airport's noise management approach has improved or deteriorated.

PAL response:

As outlined throughout the Master Plan, Parafield Airport is considered to be a world standard pilot training airport. Trainee commercial pilots from Australia and around the world come to Parafield to learn to fly at a time when there is an acknowledged shortage worldwide of suitable qualified commercial pilots. The international student pilots at Parafield Airport generate additional export revenue benefits, as well as relationship and reputation benefits for SA from supporting the training needs of major airlines.

Noise is an unavoidable by-product of airport operations. Table 13-1 provides information about

the range of international, Australian, State and local organisations that all have roles and responsibilities for aircraft noise management. PAL's role as the airport operator is to balance the airport's operations and future growth with the views of surrounding communities. PAL works closely with aircraft operators, Airservices, and through the Parafield Airport Consultative Committee (PACC) and the Technical Working Group (TWG), to monitor and minimise aircraft noise where feasible.

Community concerns about aircraft noise are recognised and there are a broad range of programs in place to manage aircraft noise at Parafield Airport, which are described in Section 13.3. Parafield Airport is required to be operational 24 hours a day, 7 days a week and aircraft may arrive or depart at any time, however the Fly Neighbourly (previously referred to as the Fly Friendly) program restricts circuit training hours to 7am and 10pm (wherever possible, and no later than 11pm) on weeknights, 7am to 9pm on Saturday, 8.30am to 9pm on Sunday, with no circuit training on Christmas Day, New Years Day, or before 9am on Anzac Day.

The ICAO Balanced Approach to Aircraft Noise Management is the main overarching policy for the aviation industry and requires that all available options be evaluated to identify the most cost-effective measure or combination of measures to mitigate a specific noise problem. Section 13 has been updated to include information about ICAO's balanced approach to aircraft noise and how it is considered for Parafield Airport operations. PAL will explore ways to improve the information provided on the overall noise management approach to allow comparisons to be made.

Clarification on aircraft noise complaints process

Five community submissions commented on the process for noise complaints, with one stating that they didn't know who to lodge a complaint with, and two (duplicated) submissions commenting that the complaints process is like a "circular handball". The EPA recommended that the process for making complaints about aircraft noise be well-defined and communicated to local communities.

Another community submission suggested including noise complaint statistics to help publicly pinpoint which operators the noise complaints are attributed to.

PAL response:

Section 13.3 of the Master Plan 2024 details the range of organisations that have roles and responsibilities regarding aircraft noise management. This section has been updated to provide further clarity regarding noise complaint responsibilities.

PAL recognises that the Airservices Noise Complaints and Information Service is the Australian aviation

4.2 Submission themes and responses (continued)

industry's main interface on civil aircraft noise and related issues for the community. Airservices uses complaints and enquiries to help identify operations of concern and possible opportunities for improvement. PAL works with Airservices and aircraft operators through the Parafield Airport Consultative Committee and Parafield Airport Technical Working Group to examine patterns of complaints about aircraft noise and consider aircraft noise management measures. The Aircraft Noise Ombudsman oversees the handling of aircraft-noise enquiries and complaints by Airservices and also attends the PACC. People who are not satisfied with the way their complaint was handled by Airservices can make a complaint to the Ombudsman.

Parafield Airport's Master Plan is (now) prepared every eight years and includes information current to the time it is prepared. Airservices's online Aircraft in Your Neighbourhood community portal publishes noise complaint data for Parafield Airport and this information is regularly updated to provide up to date information.

Section 13.3 has been updated to include information about noise complaint management and availability of noise complaint data from Aircraft in Your Neighbourhood.

Proposed introduction of aircraft noise decibel limits

Four community submissions made comments about implementing aircraft noise limits, suggestion application of EPA or World Health Organization limits.

PAL recognises that aircraft noise has been controlled by the setting of noise standards for aircraft. In Australia, the Commonwealth government controls this via the Air Navigation (Aircraft Noise) Regulations (Cth) which require all aircraft operating in Australian airspace to comply with noise standards and recommended practices introduced under the Convention on Civil Aviation. There are no Australian regulations which specify a maximum decibel level of aircraft noise.

PAL response:

Section 13 has been updated to include information about the Air Navigation (Aircraft Noise) Regulations.

Additional aircraft noise monitoring

Six community submissions stated that aircraft noise monitoring was required, with suggestions including permanent noise monitoring or providing residents with dB monitors.

PAL response:

PAL recognises that noise monitoring is undertaken by Airservices at airports across Australia for several reasons, such as providing accurate information about

aircraft noise to stakeholders and the community or for assessment of proposed procedure changes. Airservices conducted short-term noise monitoring at Parafield Airport in 2015 and this report is published on the Airservices website.

Section 13.3 has been updated to provide information about Airservices' noise monitoring.

PAL has also requested Airservices consider additional monitoring, either permanent or temporary, around Parafield Airport.

Notification of noise to new residents

Several community submissions stated that they were not aware of aircraft noise when they purchased their property. One submission mentioned the City of Salisbury's advice [Sales Notice] to residents and asked "do purchasers listen and take in what it means".

PAL response:

PAL is aware that the City of Salisbury includes a Sales Notice (as part of the Form 1 documentation prepared when a property is sold) which makes reference to the two significant airports (Parafield and Edinburgh) within the boundary of the Council. This notice includes reference to aircraft training activities, and identifies that the properties may be subject to aircraft overflight and purchasers should consider their situation and sensitivity to aircraft noise.

PAL will continue to investigate suitable ways of providing understandable and relevant information to residents surrounding the airport about how the airport and runways operate.

Section 13: Aircraft Noise (Fly Neighbourly)

Fly Neighbourly should be mandatory

Submissions from Federal MP (Tony Zappia) and five community members stated that Fly Friendly/Fly Neighbourly should be mandatory. One community submission suggested naming which operators have declined to adopt the program.

PAL response:

Section 13 of the Master Plan outlines that the Fly Neighbourly agreements are a voluntary code of conduct, established between the airport-operator and aircraft operators, that are implemented at many of the general aviation airports in Australia.

The Fly Neighbourly program (previously referred to as Fly Friendly) was introduced at Parafield Airport in 2012 to assist in reducing the impact of training operations on the surrounding community. (Fly Friendly was changed

to Fly Neighbourly in early 2024 following feedback on the use of the word “friendly” by Federal MP Tony Zappia, as well as to align with the terminology used for Jandakot, Bankstown, Archerfield and many other general aviation airports.)

While it is a voluntary program, all of the flying schools located at Parafield Airport have adopted the Fly Neighbourly program. The Master Plan has been updated to note that all flying schools have adopted the program. PAL makes regular contact with each of the flying schools to ensure the Fly Neighbourly requirements are understood and observed.

There are benefits to the Fly Neighbourly program being voluntary, including regular reviews by the TWG and PACC, and prompt implementation of any changes due to the involvement of aircraft operators in the review process. As a result of these periodic reviews by the TWG and PACC, operators agreed to try to finish circuit training earlier in the evenings (from the previous 11pm to 10pm where possible on weeknights, and by 9pm on weekends) and to start later on Sunday mornings by half an hour (changed to 8.30am). Further circuit training restrictions have since been introduced for New Years Day, Anzac Day and Remembrance Day.

Any changes to the Fly Neighbourly (further reductions in available flight times) need to also consider the cost implications to the flight school operators (such as contract penalties etc.).

Fly Neighbourly is not adhered to or enforced

Federal MP Tony Zappia stated that Fly Neighbourly is neither adhered to or enforced.

Community submissions stated that operators were not complying with Fly Neighbourly requirements for permitted circuit hours, maintaining operating heights, or avoiding residential areas where possible.

PAL response:

As outlined in the Master Plan, while the Fly Neighbourly program is a voluntary program, all of the flying schools located at Parafield Airport have adopted the Fly Neighbourly program. PAL makes regular contact with each of the flying schools to ensure the Fly Neighbourly requirements are understood and observed.

The flight paths for Parafield Airport are designed, implemented and managed by Airservices in accordance with ICAO and CASA criteria for flight path design and airspace separation and containment. Parafield Airport is surrounded by urban areas, and there will therefore be overflight of some residential areas. The Fly Neighbourly principle is for pilots to “avoid residential areas if and where practicable”.

It is recognised that many people associate any aircraft operations using the circuit flight path outside of permitted circuit training hours to be a contravention of Fly Neighbourly principles, however the circuit path is also used by aircraft arriving and departing the airport. Based on movement data for the period January 2017 to June 2023, 99.9% of all aircraft movements at Parafield operated between 7am-11pm. The limited aircraft that operate between 11pm-7am are from a range of operators, including returning training flights, private operators, airwork (such as airborne research), and occasional movements from the SA Rescue Helicopter Services. More recently, Medstar (medical helicopter) has been operating to Parafield due to the temporary closure of the Lyell McEwin Hospital Helipad for maintenance.

Section 13 has been updated to note that the circuit path is also used by aircraft arriving and departing the airport.

Section 2.7 (Airport Operations) provides information about the altitude of aircraft operating at Parafield Airport, including the CASA requirement for aircraft to be at 1,000 feet (above mean sea level AMSL) over built-up areas except during landing or taking off or unless otherwise directed by Air Traffic Control. Based on comments made in public submissions, as well as conversations with community members, there is a common impression that aircraft operating below 1,000ft at Parafield are flying too low and breaching the rules.

The altitude of aircraft in the areas surrounding the airport will vary. Pilots on the circuit path are required to make turns at specific angles to the runway being used and at specific flight altitudes. Following take-off, the first turn is conducted when the aircraft is at around 500ft AMSL, and the aircraft will typically reach the required 1,000ft ASML altitude when it is on the circuit leg that is parallel to the runway being used. The aircraft will then commence descent for landing. Based on these requirements, approximately half of the circuit is conducted at around 1,000ft AMSL, and the remainder of the circuit is performed at lower altitudes due to the aircraft ascending (take-off) or descending (landing). (It is also noted that Airservices WebTrak is one of the main online systems used by the community to view aircraft movement information, including altitudes, and the Airservices website (WebTrak webpage) advises that the margin of error for the altitude displayed on WebTrak is 125ft, with extreme weather conditions that cause rapid changes in pressure, such as the approach of a cold front, further affecting the accuracy of aircraft height measurements.) Section 2.7 has been updated to provide more information about the different aircraft altitudes along the circuit path.

4.2 Submission themes and responses (continued)

Further information on Fly Neighbourly principles

One community submission stated that they were unclear how the Fly Neighbourly principle to 'do not fly wide circuits' alleviates noise for residents who live under the circuit path.

PAL response:

"Do not fly wide circuits" is a common Fly Neighbourly principle for general aviation airports. Conducting narrow circuits provides predictability of where the aircraft will fly and the altitude that the aircraft will be when it makes the required circuit turns, which is important for aviation safety as well as providing more certainty for the community about aircraft operations. Wide circuits result in greater unpredictability of where the aircraft will be, and the later turns result in more variation in aircraft altitude and the need for additional engine power (and therefore more engine noise) on final approach to landing. The narrower aircraft circuits are also intended to contain aircraft noise closer to the airport site.

Section 13 has been updated to provide this information.

Proposed changes to Fly Neighbourly program

Several community submissions suggested changing the Fly Neighbourly permitted circuit hours to cease earlier (suggestions are 8pm, 9pm and 10pm) with one submission stating that flight training should be limited to a few hours a day. Other community suggestions included no fly days for important social/religious days.

The submission from Federal MP Tony Zappia stated that a start time of 8.30am should apply to all public holidays and Sundays.

PAL response:

As outlined in the Master Plan, the Fly Neighbourly program currently restricts circuit training hours to between 7am and 10pm (wherever possible, and no later than 11pm) on weeknights, 7am to 9pm on Saturday, 8.30am to 9pm on Sunday, with no circuit training on Christmas Day, New Years Day, or before 9am on Anzac Day.

The start time for circuit training on a Sunday was amended from 8.00am to 8.30am in mid-2011.

It is noted that Parafield Airport is world standard pilot training base, and the major flying schools at Parafield Airport have partnered with universities and TAFE colleges across Australia to deliver a range of tertiary courses in aviation. The minimum flying hours required to obtain a pilot's licence is prescribed by the CASA, and further restricting the circuit hours would result in many aviation courses being withdrawn as students would be unable to complete their required hours. In addition, during the Adelaide summer months, the sun

does not set until around 8.30pm and night training therefore has to start later.

The suggested changes to Fly Neighbourly will be presented to the TWG for consideration.

Any changes need to be balanced with the impacts this will have on the commercial viability of the flight training providers.

Section 13: Aircraft Noise (Operational restrictions)

Proposed introduction of a curfew

Five community submissions and the City of Salisbury submission stated that a permanent curfew is needed to control night movements. Community submissions suggest a curfew time of 7pm-7am, 8pm-8am, and start at 9pm.

PAL response:

PAL recognises that the introduction of a legislated curfew is a Commonwealth policy position. PAL is not supportive of a curfew at Parafield Airport. An imposed curfew would have a detrimental impact on the airwork activity that occurs at Parafield Airport. PAL considers that the Fly Neighbourly program provides sufficient restrictions for training circuits, with circuit training currently required to be finished by 11pm on weekdays (10pm where possible), 9pm on weekends, and no circuit training at all on Christmas Day and New Years Day.

Based on movement data for the period January 2017 to June 2023, 99.9% of all aircraft movements at Parafield operated between 7am-11pm. The limited aircraft that operate between 11pm-7am are from a range of operators, including returning training flights, private operators, airwork (such as airborne research), and occasional movements from the SA Rescue Helicopter Services. More recently, Medstar (medical helicopter) has been operating to Parafield due to the temporary closure of the Lyell McEwin Hospital Helipad for maintenance.

As mentioned previously, Parafield Airport is world standard pilot training base, and the major flying schools at Parafield Airport have partnered with universities and TAFE colleges across Australia to deliver a range of tertiary courses in aviation. The minimum flying hours required to obtain a pilot's licence is prescribed by the CASA, and restricting the available training hours would result in many aviation courses being withdrawn as students would be unable to complete their required hours.

Proposed cap on the number of student pilots

Two community submissions requested a cap on the number of student pilots.

PAL response:

PAL acknowledges that student pilot numbers are determined by the training organisations and PAL cannot mandate any limits on the number of students doing pilot training at Parafield Airport.

Section 5.2.1 (Supporting the Aviation Industry) identifies that Parafield Airport has been a pilot training base since 1927, and over 90% of current air traffic movements are related to pilot training. The major flying schools at Parafield Airport have partnered with universities and TAFE colleges across Australia to deliver a range of tertiary courses in aviation. Commercial pilot training is also provided for a number of international airlines across the Asia and Oceania region, delivering relationship and reputation benefits for South Australia from supporting the training needs of major airlines, and PAL is committed to continuing to develop Parafield Airport as a world standard international pilot training airport.

Proposed cap on the number of movements/circuits

The submission from Federal MP Tony Zappia recommended that any increase in circuit training above current numbers should be restricted to electric aircraft only.

The City of Salisbury requested a “legislative trigger in the Master Plans that sets a maximum usage of flight training movements at an airport, and if it is exceeded, an alternative is provided to stop the overflights of the community, such as relocation of the flight training schools”.

Two community submissions suggested a cap on movements (of 120,000 and 180,000), while another submission requested a cap on the number of continuous circuits. Several community submissions stated there should be no increase above current movement levels.

PAL response:

PAL recognises that the introduction of a movement cap is a Commonwealth government policy position. PAL is not aware of any potential policy changes being considered.

Under the terms of the Airport Lease with the Commonwealth, PAL must provide for access to the airport by aircraft.

PAL is not supportive of a cap on the number of movements or circuits. Section 6.5.3 notes that the Class D airspace procedures introduced in 2010 already reduced the number of aircraft permitted in the

circuit path, with a maximum of five aircraft currently permitted in each respective circuit at any one time. This change had an impact on the number of aircraft able to fly at Parafield Airport. PAL is continuing to work with Airservices to investigate the capacity constraints for circuit training activity during peak periods.

Parafield Airport is world standard pilot training base, and the major flying schools at Parafield Airport have partnered with universities and TAFE colleges across Australia to deliver a range of tertiary courses in aviation. Commercial pilot training is also provided for a number of airlines across the Asia and Oceania region, delivering relationship and reputation benefits for SA from supporting the training needs of major airlines. The minimum flying hours required to obtain a pilot's licence is prescribed by the CASA, and restricting the number of movements would result in many aviation courses being withdrawn as students would be unable to complete the required amount of flying hours.

There is no limit on the number of consecutive training circuits that a pilot can do. The amount of required flying hours for a pilot's licence is prescribed by CASA, and the student pilot will need to complete the required flying hours and achieve the required proficiencies.

Increase charges for flight schools

One community submission suggested “significantly increasing the costs charged to flight schools (to be passed on via increases in course fees for international students) and accommodate fewer schools”.

PAL response:

PAL acknowledges that the flight training schools at Parafield Airport train pilots on behalf of Australian universities, TAFE colleges, and domestic and international airline companies. PAL has no control on how these institutions charge students.

PAL levies aeronautical charges for aircraft movement to recover the costs of the provision of the substantial infrastructure required to operate an airport. Pilot training accounts for over 90% of current aircraft movements and therefore contributes the majority of the recovery of aeronautical costs.

Discriminatory pricing based on country of origin is not supported by PAL and is at odds with SA government policy which advocates and strongly supports a vibrant international education sector.

4.2 Submission themes and responses (continued)

Section 13: Aircraft Noise (Aircraft operations)

Aircraft movement increases since COVID

Four community submissions made reference to the aircraft movement increases since the COVID-19 pandemic.

PAL response:

Section 6.4 notes that the impact of the COVID-19 pandemic on the aviation industry has been significant, and in 2021/2022 Parafield Airport recorded its lowest volume of aircraft movements since 2003. Australia's international borders fully reopened on 21 February 2022, and the flying schools at Parafield Airport returned to normal student capacity and training operations in mid-January 2023. By the end of 2022, aircraft movements at Parafield Airport had recovered to just over 81% of 2019 movement numbers.

Request to change/reassess flight paths

The City of Salisbury's submission suggested alternative flight track options to spread the flight circuits and their noise impacts on the community.

One community submission requested that flight paths are reassessed.

PAL response:

PAL recognises that the flight paths for Parafield Airport are designed, implemented and managed by Airservices Australia. Flight paths are designed according to ICAO and CASA criteria for flight path design and airspace separation and containment. The Air Services Act 1995 (Cth) requires that the safety of air navigation is the most important consideration. Airservices considers flight path changes for a range of reasons, including safety and efficiency improvements, recommendations from CASA, technological advancements in aircraft navigation or aircraft performance, airport infrastructure changes, and community-suggested safe and feasible noise improvements. There have been no changes to published flight paths since the Master Plan 2017.

Section 13.6.6 (Flight Paths) has been updated to provide information on Airservices' flight path change considerations and process.

The provided suggestions will be referred to the TWG and Airservices for consideration.

Proposal to relocate/share night circuits

Four community submissions made reference to all night training being on the western side of the airport and request the night circuits are moved. One of these submissions suggested installing lighting on another runway so that night flights could be conducted over different areas.

PAL response:

PAL recognises that circuit training at night is an essential component of the pilot training syllabus undertaken by many trainee pilots at Parafield Airport. Parafield Airport has only one runway with lighting for use at nighttime or in low visibility conditions. All night circuits have to operate from this runway. The circuit path for the lit runway (03L/21R) is located to the west of the airport due to the higher terrain on the east of the runway.

During day light hours the higher terrain can be seen by pilots, and circuits can be safely conducted on the east side of the runway. However, during nighttime and other low visibility conditions pilots must rely on instrument procedures (whereby they fly the aircraft based on navigation and cockpit instruments) and the area to the east of 03L/21R has been marked on all instrument procedure plates as a no-circling area by Airservices due to the rising terrain.

Section 13 has been updated to provide additional information about why night circuits are conducted to the west of the airport.

There are no plans to install lighting on another runway due to the low volume of movements at night and the predominant use of the 03/21 runway directions.

Close or relocate Parafield Airport

Five community submissions made comments about closing or relocating the airport due to aircraft noise, with two suggestions stating the airport land could be used for residential development.

PAL response:

There are no plans to close or relocate Parafield Airport. As a condition of the Airport Lease with the Commonwealth, PAL must operate the site as an airport for the duration of the lease term (50 years plus a 49-year option).

Relocate pilot training

Nine community submissions made comments about relocating flight training away from residential areas. These suggestions include:

- move circuits west of Port Wakefield Road
- change circuit turn points
- research alternative circuits over disused/less populated land.

The City of Salisbury calls for a legislative trigger in the Master Plans that sets a maximum usage of flight training movements that, if exceeded, an alternative is provided to stop the overflights of the community such as relocation of the flight training schools. Several community submissions also suggest relocating flight training from Parafield Airport.

PAL response:

Section 5.2.1 describes the inherent advantages that make Parafield Airport ideal for pilot training, and most of these advantages are not found at other airports around SA. In particular, Parafield is the only airport in SA with a parallel runway system for supporting training activity, and is one of only three airports that have Air Traffic Control services (the others being Adelaide and Edinburgh airports).

As noted in Section 5.2.1, the flying schools at Parafield Airport have partnered with universities and TAFE colleges to provide aviation courses, as well as providing commercial pilot training for a range of Australian and international airlines. The suggested relocation of training circuits to another airport would have significant impacts to the training programs and costs to students and airlines.

Section 13.6.6.2 (Circuits) identifies that circuit path parameters are based on ICAO and CASA guidelines which dictate the circuit shape, location and proximity to the runway. A circuit cannot be moved away from the runway as the pilot has to make turns at specific angles to the runway being used and must therefore maintain visibility with the runway. A student pilot typically completes circuits in the very early stages of their training, and they have not yet learnt the skills of cross country flying to another airport.

It is recognised that many residents consider all aircraft operating along the circuit path to be related to pilot training. The circuit path is not used just for training circuits - aircraft arriving and departing Parafield Airport also need to join a particular leg of the circuit path (depending on where the aircraft has come from and what runway it will be landing on). Section 13 (Aircraft Noise) has been updated to make this clearer.

Relocate helicopter operations

The submission from Federal MP Tony Zappia recommended that helicopter training is relocated to an alternate airport.

Four community submissions made reference to helicopters, with one submission mentioning SAPOL and emergency services helicopters disturbing their sleep. One community submission suggested moving the helicopter flight path away from houses near the rail lines.

PAL response:

The Master Plan identifies that 3.8% of aircraft movements are helicopter operations.

There continues to be an increasing proportion of helicopters within the overall Australian general aviation fleet mix, with increasing use of helicopters by emergency services (eg police operations, medical evacuations and bushfire surveillance and response), animal mustering, aerial spraying, and for infrastructure (eg powerline) inspections. More recently, Medstar (medical helicopter) has been operating to Parafield due to the temporary closure of the Lyell McEwin Hospital Helipad for maintenance.

Helicopter pilot training is an important part of Parafield Airport's operations. As noted in Section 13.6.6.4, the helicopter circuits at Parafield Airport have been developed in liaison between the helicopter flight training schools and Airservices, following CASA guidelines. The helicopter circuit paths are designed to be inside of the fixed-wing circuit path and reduce overflight of residential areas as much as practicable. Current procedures permit a maximum of three helicopters to operate in the circuit path at any one time.

Under the terms of the Airport Lease with the Commonwealth, PAL must at all times provide for access to the airport by aircraft. It is the decision of the flying school as to which airport it will be based at. There are a number of inherent advantages that make Parafield Airport ideal for helicopter pilot training, including air traffic control services which enhance safety and capacity, access to both controlled and uncontrolled airspace which enable students to develop the broad skills required to obtain their licence, Parafield Airport's proximity to surrounding aerodromes, including Adelaide Airport and RAAF Base Edinburgh, and easy access to the full range of navigation aids required for students to become suitably qualified. Many of these advantages are not found at other airports.

As outlined in Section 8, relocation of the helipad is considered within the Master Plan period.

4.2 Submission themes and responses (continued)

Proposed change to runway usage

Several community submissions made referenced to the predominant use of some runway directions, with one submission asking for runway use to shared evenly.

PAL response:

PAL notes that aircraft movements cannot be shared evenly between the runways as runway direction is typically determined by the direction of the wind (aircraft predominantly take off and land into the prevailing wind), and the predominant runway directions in use at Parafield are 03 (32% of all movements) and 21 (54% of all movements).

Runways 03L and 03R tend to be used more often in the cooler months when there are frequent winds with a northerly component, while runways 21L and 21R tend to be used more frequently in the warmer months when the predominant wind direction tends to be southerly.

Runway directions 08 and 26 are typically used when the wind from the east or west exceeds the crosswind limitations of the runway 03 and 21 operations. Runways 08L and 08R tend to be used in the morning during the summer and autumn periods when there are easterly winds from the Mount Lofty Ranges. Runways 26L and 26R are typically used in the afternoon and is often associated with periods when the wind is shifting directions. Section 13 has been updated to provide information about seasonal runway use.

PAL will continue to investigate suitable ways of providing understandable and relevant information to residents surrounding the airport about how the airport and runways operate.

Strategy to reduce propeller/engine noise:

One community submission provided comments about reducing propeller and engine noise.

PAL response:

PAL is committed to working with local operators and the Technical Working Group to monitor and, where feasible, minimise aircraft noise exposure. As an example, one of the flying schools replaced the engines on seven twin-engine aircraft with a new engine/propeller type, and residents were reporting that the new engines were noisier. The TWG requested that the flying school work with CASA to explore whether the circuit arrival procedures could be amended so that the landing configuration could occur later in the flight to allow the engines to run at a slower rate and with a quieter propeller setting. This change was approved by CASA and implemented by the flying school.

Consideration of aircraft engine silencers has been made previously and was found to not be a viable option for Parafield operators. Engine exhaust-noise

silencers are specific to a certain engine type and are certified according to the standards applicable in the country of manufacture. Engine silencers are also expensive and would need to be fitted to all of the training aircraft at Parafield Airport to make a noticeable difference for the community, making this extremely cost prohibitive for the flying schools. Silencer systems also have a small negative impact on aircraft performance, and this would need to be taken into account for Australian certification as the aircraft must be able to continue climbing after departure if one engine fails. PAL will encourage flight training schools to continue to monitor trends and advances in noise reduction technology and consider their potential suitability for Parafield operations.

Section 13: Aircraft Noise (Noise modelling)

Changes to the Australian Noise Exposure Forecast (ANEF)

City of Salisbury expressed concern about the changing ANEF contour impacting on off-airport planning and development, and requested more information on the reasons for the changed contours.

The EPA requested a copy of the ANEF Technical Report (EPA employee used to work for Airservices) and also suggested that more ANEF movement analysis be provided.

The Minister for Planning encouraged PAL to consider how information about the ANEF could be made easily available to the community and stakeholders until the new ANEF is reflected in the SA Planning and Design Code.

Several community submissions state that the ANEF is not suitable, with one submission requesting that the ANEF is replaced with a reliable and appropriate method to enable a full and accurate review of actual noise impacts.

PAL response:

PAL is aware that the Airports Act 1996 requires the preparation of an ANEF as part of an airport's master plan, resulting in a new ANEF for Parafield Airport for each new master plan. The ANEF contours will continue to change for each master plan, with the changes representative of updated aircraft movement forecasts, evolution and changes in fleet composition. Section 13.6.1 discusses the change in noise modelling software that have improved the accuracy of noise modelling. Some of the other contributing factors for the change in the ANEF contours include the use of a different noise profile for the predominant DA40 aircraft, use of calibrated operational (altitude) profiles

and improved dispersion of aircraft traffic across the 'backbone' flight track. Section 13 has been updated to provide more detail on key contributing factors for the changes in the new ANEF.

The location of the ANEF 20 contour for the 2043 ANEF is similar to the previous 2037 ANEF as well as the 2022 ANEF. In comparison to the 2037 ANEF, the 2043 ANEF has retracted slightly to the north and south and extended to the east and west. A comparison of the new (2043) and previous (2037) ANEFs shows a reduction in residential dwellings in all new ANEF contours:

- dwellings in the ANEF 20-25 contour have reduced from 5,148 to 4,354;
- dwellings within the ANEF 25-30 contour have reduced from 371 to 231; and
- dwellings within the ANEF 30-35 contour have reduced from six to zero.

There is also a reduction (from four to one) of childcare/ kindergarten facilities in the ANEF 20-25 contour. There is one additional school in the ANEF 20-25 contour, and one less school in the ANEF 25-30 contour.

The ANEF system has been adopted for land-use planning purposes across Australia. Any decision to use a different noise metric for land-use planning purposes in SA has to be made by the SA Government. The limitations of the ANEF for communicating aircraft noise is well recognised, and the Master Plan includes Number-above modelling as recommended by the NASF to communicate aircraft noise exposure to the community.

As a result of the Minister's feedback, PAL has created a webpage (<https://parafieldairport.com.au/noise/aneff>) to provide a high resolution pdf of the new ANEF.

Noise modelling is not representative of actual experience

Four community submissions state that the ANEF / noise modelling does not reflect actual experience, and one submission feels that PAL is 'gaslighting' and 'undermining the credibility of residents' with the stance that noise can be a personal issue.

PAL response:

Section 13.7.3 provides N-above contours for Parafield Airport in 2022 (actual) and 2043 (forecast) as recommended by the NASF Guideline A for communicating aircraft noise to the community.

N-above contours represent average daily events, and therefore actual experience may have less movements on some days and more movements on other days. The actual noise level experienced is also influenced by a range of factors, such as wind and weather

conditions, surrounding noise sources, the topography, the rate at which the aircraft is climbing or descending, and the weight of the aircraft. Section 13 has been updated to note that a person's actual experience of aircraft noise may be different to what the modelling identifies.

PAL stands by the view that an individual's experience of aircraft noise level will vary due to a range of factors. This view has been formed over a number of years of engaging with community members and also through views shared by the previous Aircraft Noise Ombudsman (Mr Ron Brent) where even two people living in the same house can have a different level of annoyance from the same aircraft noise exposure. This view is also the background of the Survey of Community Reaction study conducted in 1982 to inform the ANEF system.

PAL will continue to monitor industry trends and recommendations for improving how aircraft noise is communicated.

Forecast movement analysis

The submission from Federal MP Tony Zappia stated that it would be useful to know what percentage of future aircraft touchdowns are attributed to flight training.

PAL response:

The Master Plan ANEF movement data (provided in Appendix B) has assumed that approximately 69% of movements in 2043 will be training circuits, and Section 13 has been updated to state this.

Pilot training activities also includes arrival and departure movements, so the total proportion of forecast movements that are related to pilot training will be much higher. The ANEF movement data does not specify the type of aircraft operator, and it is therefore not possible to accurately calculate the total proportion of the forecast movements that are attributed to flight training activities. It is expected that flight training will continue to be the predominant activity at Parafield Airport in the future.

Section 13: Aircraft Noise (Other)

Impact of aircraft noise on property values

The submission from Federal MP Tony Zappia and two community submissions make mention of aircraft noise impacting on property values.

PAL response:

PAL recognises that there are a range of factors that are considered when purchasing a home. This could

4.2 Submission themes and responses (continued)

include proximity to the city centre, road and public transport infrastructure, access to shops and services, local investment in amenity and urban regeneration, changes in local school performance in national rankings, changes in the location of employment and the workforce mix, along with other local developments.

PAL is not aware of any reports identifying negative impacts of aircraft noise and airport commercial/ industrial development on local property values. Online tools, such as www.realestate.com.au and www.yourinvestmentproperty.com.au, indicate property value growth rates of around 10 per cent over the last 12 months for all of the suburbs located around Parafield Airport.

Health impacts of aircraft noise

11 community submissions (including six repeated) make specific comments about the health impacts of aircraft noise.

PAL response:

The introduction of criteria for the assessment and management of health impacts of aircraft noise is a Commonwealth government consideration.

PAL stays informed of research undertaken to consider the health impacts of various environmental noise sources, including aircraft noise. Research into the potential health impacts of aircraft noise exposure have generally been conducted at much bigger airports compared to Parafield Airport, and the application of research findings to Parafield Airport therefore needs to be considered in the context of variable geographic, social, environmental, and housing circumstances.

The programs in place to minimise aircraft noise exposure for surrounding communities assist in reducing any health consequences of aircraft noise. These include appropriate land use planning around airports (described in Section 12.3), implementation of specifications guiding building construction methods and materials (described in Section 12.4), noise abatement procedures (described in Section 13.3), and provision of clear and understandable information about the likely aircraft noise exposure (described in Section 13.6).

Impact of noise on primary and high schools

Nine submissions (including six repeated) made comments regarding schools under the flight paths and the impact of noise on learning.

PAL response:

The location of primary and high schools is determined by the SA government. Land use planning in SA uses the airport's ANEF to guide the suitability of developments around an airport. Australian Standard

AS2021:2015 (Acoustics – Aircraft noise intrusion – Building, siting and construction) building site acceptability table (provided in Section 13.5) considers schools to be acceptable in the less than 20 ANEF contour, and conditionally acceptable in the 20 to 25 ANEF contour.

Consideration of the introduction of a noise insulation / compensation scheme:

Four community submissions requested compensation for sound proofing, relocation costs or adverse health effects.

PAL response:

The introduction and administration of a building insulation or compensation scheme is a Commonwealth policy decision. These programs are administered by the Commonwealth Government with strict metrics applied as to eligibility for the scheme. If the criteria for the previous Adelaide Airport compensation scheme was applied to Parafield Airport, there would be no residential dwellings that are eligible for the scheme, and 1 pre-school, 2 schools and 3 public buildings would be eligible.

Airport was here first

Four community submissions state that the 'airport was here first' sentiment is causing community concerns to be disregarded.

PAL response:

PAL is aware of the community sentiment around 'the airport was here first' statement and understands that this is often written by people in social media comments. However, this statement is not PAL's position and PAL does not support the use of this statement in response to community concerns about the development and operation of the airport.

PAL recognises that the development and operation of the airport can impact on the community. The Commonwealth framework (described in Section 4.2) provides a robust process for assessing development proposals, and Section 13 describes the board range of programs in place to manage aircraft noise.

Section 14: Environment Strategy

Support for Parafield Airport's environment strategy

The EPA noted that the framework established by the Airports Act appears thorough and beneficial across a broad range of environmental concerns, and expressed support for the initiatives outlined in the Environment Strategy's 8-year Action Plans.

The City of Salisbury also commended the Environmental Strategy and its various actions and identified management plans.

PAL response:

PAL integrates current and future environmental and social risks and opportunities through the implementation of a robust environmental management framework. PAL appreciates the EPA's and City of Salisbury's support for the initiatives outlined in the Environment Strategy's 8-year Action Plans.

Air quality and monitoring for aviation impacts

Five community submissions made specific reference to aviation's impact on air quality (other community submissions made comments more generally to 'noise and air pollution'), and three of these submissions made specific requests for air monitoring of lead and air pollution where most flights occur.

PAL response:

PAL recognises that aircraft emissions are regulated by the Air Navigation (Aircraft Engine Emissions) Regulations which specify that it is an offence for an aircraft to fly if it does not satisfy engine emissions requirements of International Civil Aviation Organization (ICAO) Annex 16.

Section 14.13 (Local Air Quality) outlines the responsibilities for air emissions, and notes that air quality outside the airport boundary is subject to the provisions of the South Australian Environment Protection Act 1993. The SA Environment Protection Authority (EPA) monitors air quality in the northern Parafield airshed and publishes air quality monitoring data on its website. Data published to-date by the SA EPA show air quality in the airshed that encompasses Parafield Airport meets the relevant National Environment Protection (Ambient Air Quality) Measure 2003 criteria.

Under the Airport (Environment Protection) Regulations 1997, PAL is responsible for managing air emissions generated by ground-based activities within the airport boundary. Section 14.13 identifies that PAL developed an Air Quality and Noise Management Plan in 2023 to assess and manage airport and tenant operational ground-based activities, and the 8-Year Action Plan (Table 14-12) includes several measures related to air quality, including mapping community air quality complaints to inform air quality investigations in-line with the new Air Quality and Noise Management Plan, as well as the development and implementation of a ground-based monitoring schedule in accordance with the Management Plan.

PAL will provide information from submissions to the EPA for their consideration.

Continued use of leaded aviation fuel and impact on air quality

Nine community submissions refer to the leaded aviation fuel and suggest banning aircraft using leaded aviation fuel from flying above residential areas.

PAL response:

The Commonwealth Government is responsible for policy decisions regarding any potential phase-out or ban of lead-based aviation fuel. Currently, the Civil Aviation Regulations 1988 require that aircraft operate on fuel that conforms to the specification nominated in the flight manual or approved maintenance data from the aircraft manufacturer and/or aircraft engine manufacturer, and Civil Aviation Order 20.9 requires the pilot in command to ensure that the aircraft is not flown unless the fuel/oil complies with the specification approved by CASA.

Lead based fuel has historically been in use for general aviation globally. The majority of the general aviation operations undertaken at Parafield Airport are piston-engine aircraft that use 100 octane low lead Avgas (referred to as 100LL). The Aviation Green Paper, published by the Australian Government in September 2023, identifies that a proportion of Australia's general aviation fleet relies on leaded Avgas which is not currently substitutable with Sustainable Aviation Fuel. The Paper acknowledges that viable alternatives to 100LL are in development and may be ready for use in Australia in the near future.

Section 14 has been updated to provide information about leaded aviation fuel.

PAL will also continue to monitor alternative aviation fuels and their potential introduction at Parafield Airport.

Further information needs on built heritage

The South Australian Aviation Museum submission expressed concern that the Master Plan had "almost no identification of the buildings of significant historical importance including the tower, hangars that should be preserved and protected from encroachment by new or replacement development".

PAL response:

The Master Plan acknowledges Parafield Airport's vibrant post-European settlement history and discusses PAL's management of built heritage. The buildings referred to SA Aviation Museum's submission are recognised in PAL's Heritage Management Strategy. These buildings do not meet Commonwealth heritage significance criteria.

Section 14 has been updated to include additional information about the built heritage buildings located at the airport.

4.2 Submission themes and responses (continued)

PAL is keen to highlight Parafield Airport's significant aviation history as part of the airport's upcoming centenary celebration (in 2027) and looks forward to engaging with the Aviation Museum in the planning of the centenary activities.

Management of site contamination

Two submissions provided comments related to contamination management.

The EPA recommended that site contamination assessment should be undertaken when assessing applications for new development.

One community submission requested information on protection drains for dangerous runoff, such as aircraft leaks and crashes or firefighting water.

PAL response:

Environmental site assessments are undertaken in accordance with the Airports (Environment Protection) Regulations 1997 to determine the existence of soil and/or groundwater pollution. Assessments are also typically completed as part of due diligence prior to the commencement of proposed developments. An Environmental Site Assessment Guideline has been developed to provide information about the assessment requirements to tenants and contractors.

Section 14 has been updated to provide more information on environmental assessments.

The required responses to air crash and substantial pollution events are defined in the Aerodrome Emergency Plan which is developed in conjunction with the emergency service organisations. PAL has procedures for responding to dangerous runoff events, with spill control equipment and training made available to all staff. Under the Airports (Environment Protection) Regulations 1997, PAL has reporting obligations to the Airport Environment Officer for spills and pollution events. Section 14 has been updated to include additional information about the response to spill and pollution events.

Management of ground-based noise

The SA EPA and three community submissions made reference to ground-based noise.

The EPA supports PAL's approach to monitoring and enforcing ground running policies/procedures. The EPA considers that impacts from proposed commercial, warehousing and industrial activities on airport land will contribute to the airport's overall noise profile, and recommends that non-aviation development be managed by incorporating attenuation measures at the design phase to limit off-site noise impacts, especially in the Enterprise Precinct which is located adjacent to residential development. One community submission

made comment about noise impacts from potential industry and dog kennels in the Enterprise Precinct.

Two (repeated) community submissions make reference to a statement in Section 14.12 (about notifying nearby residents of ground-based noise outside of typical construction areas) as being inconsiderate of the community by preferring to disrupt residents sleep instead of aircraft operations.

PAL response:

The Master Plan identifies that lease agreements require tenants to take all reasonable and practicable measures to minimise noise generated at their premises. All activities occurring on site must comply with the noise criteria specified in the Airports (Environment Protection) Regulations 1997 (Cth). As part of PAL's development assessment and approval process, PAL typically requires acoustic assessments to be undertaken at the design phase of new builds to determine the likely impact on surrounding receptors and any mitigations which may be required.

Section 7.7 has been updated to provide additional information about ground-based noise requirements.

Works outside of typical construction hours are uncommon and only in unique circumstances. As an example, PAL undertook runway line marking and taxiway resheeting works in late 2023. These works require runway closures and would typically be done at night to minimise operational disruption, but in these circumstances PAL was able to work with the contractor, Airservices and aircraft operators to develop a Method of Works Plan that facilitated the works being undertaken in day time hours. Section 14.12 has been updated to clarify that works outside of typical construction hours are uncommon and only in unique circumstances.

Management of the Airport's heat island effect

Two community submissions state that Parafield Airport is an urban heat island. The City of Salisbury requested that the Master Plan discuss PAL's management and response to the heat island effect more prominently.

PAL response:

Like many cities around the world, Adelaide's hot summers can be compounded by the heat island effect, where urban environments - including buildings, roads and bare space - absorb and re-emit the sun's heat more than the natural landscapes. Trees, and the shade they provide, are a key strategy for reducing the heat island effect.

Prior to being used as an airport, the airport site was cleared farmland with minimal trees. The area surrounding the airfield is mostly grassed open area, and large canopy trees are not suitable in this area due

to the requirement for air traffic control to have visibility of all aircraft movement areas, lack of irrigation, and wildlife hazard management. For areas of the airport suitable for canopy cover, PAL's Landscape Guidelines specify minimum greenscaping targets for all new developments, including tree targets for car parks.

Section 14 has been updated to include this information.

Awareness of greenhouse gas emissions

Two (repeated) community submissions mention greenhouse gas emissions and state that aviation was not left out of the Paris Agreement. Another community submission suggested increased use of electric aircraft or simulators for pilot training to lower emissions.

PAL response:

The Australian Government is actively responding to its Paris Agreement commitment and is working with the aviation industry to prepare a roadmap for achieving the emissions reduction targets.

The Aviation Green Paper, published in September 2023 by the Australian Government, identifies that industry decarbonisation will require a combination of Sustainable Aviation Fuels (SAF) and emerging propulsion systems (electric, hybrid-electric or hydrogen aircraft) in order to substantively reduce emissions. The Paper states that piston engine aircraft, which are typically used in general aviation, cannot currently use SAF to reduce emissions and emerging propulsion technologies are therefore likely to be a key part of the transition of the general aviation sector to net zero. PAL's planning for the uptake of electric and hybrid aircraft is discussed in Section 8.

Section 14.8 has been updated to include information about the Australian Government's approach to reducing aviation industry emissions.

Part 61 of the Civil Aviation Safety Regulations 1998 sets out the requirements and standards for flight training requirements. The Regulations specify that the use of simulators for flight training for a commercial pilot's licence is currently limited to 10 hours, with the remaining 140 hours of training hours required to be undertaken in an aircraft. Simulator use is an excellent supplemental form of training and is more common for students undertaking specialist training towards an instrument rating.

PFAS Management

Comments on PFAS were received from the SA EPA and one community submission. The EPA noted support for the Commonwealth's PFAS Investigation Program, and recommended that PAL and the DITRDCA and other relevant parties continue to work

to assess and manage potential PFAS contamination risks in accordance with relevant guidelines.

One community submission asked whether cancer studies were conducted at the two areas where PFAS levels were above the drinking water guidelines.

PAL response:

Section 14 of the Master Plan outlines that PFAS assessment has and continues to be undertaken at Parafield Airport, most notably a Human Health and Ecological Risk Assessment was completed in 2021. A copy of this assessment has been published on the Parafield Airport website. It considered a vast body of sampling and assessment work undertaken between 2016 and 2020, including sampling of groundwater from offsite bores. While PFAS was detected in groundwater from offsite bores, risks were assessed to be low and acceptable based on the low probability of beneficial use of groundwater, low yield and high salinity, as well as availability of reticulated water network. PAL continues to undertake compliance groundwater monitoring, and works with the SA EPA regarding any monitoring undertaken.

PAL will continue to engage with DITRDCA and relevant parties, including the PFAS Project Control Group (described in Section 14.11.2.1) which has been established to provide a forum for detailed review of PFAS investigations at Parafield Airport and includes representatives from PAL, the DITRDCA, EPA, Aircservices, SA Health, SA Water and the City of Salisbury.

Outside of Master Plan

Runway theoretical capacity:

Four community submissions discussed an ultimate capacity of 450,000 movements.

PAL response:

Investigations undertaken as part of the Parafield Airport Master Plan 2017 identified that the runway system had a maximum theoretical capacity of 450,000 annual aircraft movements. The maximum theoretical runway capacity is used as a check to confirm that forecast movements are within the operating capability of the runway system. The maximum theoretical runway capacity has not been included in Master Plan 2024 as it is not a forecast of future aircraft activity and it is significantly greater than the forecast movements identified in Section 6.5.3 (Aircraft Movement Forecasts).

5

Conclusion





Released under the Freedom of Information Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

5.1 Conclusion

This Supplementary Report for the Parafield Airport Draft Master Plan 2024 addresses the issues and feedback raised in submissions that PAL received during the public comment period for the Preliminary Draft Master Plan 2024. PAL invited submissions on the Preliminary Draft Master Plan 2019 during the period 6 January 2024 to 4 April 2024.

This Supplementary Report has been prepared to satisfy the requirements of the *Airports Act 1996* and makes up part of the Draft Master Plan 2024 that will be submitted for the consideration of the Minister for Infrastructure, Transport, Regional Development and Local Government in accordance with the *Airports Act 1996* (Airports Act).

The Supplementary Report concludes:

- PAL undertook extensive consultation with key stakeholders throughout of the development of the Preliminary Draft Master Plan 2024. As per Section 80(2) of the Airports Act, details of this consultation is provided in this report.
- The Preliminary Draft Master Plan 2024 was made available for a public comment period of 60 business days in accordance with Section 79(1) of the Airports Act.
- PAL advised, in writing, the persons specified in Section 79(1B) of the Airports Act, of its intention to give the Minister a Draft Master Plan 2024.
- PAL received 54 submissions during the public comment period. In preparing the Draft Master Plan 2024, PAL has had due regard for all public comment submissions on the Preliminary Draft Master Plan 2024. Details of these submissions as per Section 79(2) of the Airports Act have been provided in this Supplementary Report.
- Minor changes have been made to the Draft Master Plan 2024 following the review of submissions received during the public comment period for the Preliminary Draft Master Plan 2024. These changes are identified in this report.

Parafield Airport Limited seeks the approval of the Minister for Infrastructure, Transport, Regional Development and Local Government for the Parafield Airport Draft Master Plan 2024.

5.2 Amendments Table

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
Throughout document	Amendment	Grammatical and format edits to improve readability and clarity of meaning.	
Throughout document	Amendment	Preliminary Draft Master Plan 2024 changed to Draft Master Plan 2024.	Draft Master Plan 2024.
Throughout document	Amendment	'Fly Friendly' changed to 'Fly Neighbourly' in January following feedback from Federal MP Tony Zappia.	Fly Neighbourly.
Inside cover page	Amendment	Inside cover page text amended to remove the text inviting public comment submissions and make reference to this being the Draft Master Plan.	Amended text: This document is the Parafield Airport Draft Master Plan 2024 and has been developed through extensive consultation with Commonwealth, State and Local Governments, aviation operators, airport tenants, and the community. The Draft Master Plan 2024 is an update to the Preliminary Draft Master Plan 2024 which was released for public exhibition from 6 January to 4 April 2024. Where it is appropriate, the concerns and issues raised during the public exhibition period have been incorporated. Amendments are shown in pink and will be changed to black following approval.
Foreword	Omission	Information about Hartwig Air has been removed following Hartwig Air entering voluntary administration on 29 April 2024.	
Foreword	Amendment	In response to Flight Training Adelaide's (FTA) public comment submission, the airlines that FTA conducts training for has been updated.	Additional text to include Qantas, Virgin and Skymark Airlines (Japan)
Foreword	Addition	New text in preparation for the publication of the final Master Plan 2024.	New text: PAL welcomes the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Catherine King's approval of the Parafield Airport Master Plan 2024 on _____ 2024.
Executive Summary	Omission	Text referring to "this public comment period" removed from 'About the Master Plan'.	
Executive Summary	Addition	Information about economic contribution expanded to state contribution from aviation related activities in response to public comment submissions from Federal MP Tony Zappia and community members.	New text: An estimated \$217.3 million of this total was attributed to aviation related business activities.
Abbreviations	Addition, omission & amendment	- Removal of abbreviations not used in document text: AAA, ARP, DCCEEW, GIS, ILS, MTOW, NPI, SID, VMC - Amendment of abbreviation PATWG to TWG - Addition of new abbreviation for AMSL.	New abbreviation: AMSL – Above Mean Sea Level

5.2 Amendments Table (continued)

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
Glossary	Omission Amendment	- Removal of terms not used in document text: Aircraft Landing Area, Sterile Area. - Amendment of 'Residential. - Accommodation' to 'Student. - Accommodation' to align with updated Section 7 terminology.	
1.1 Welcome to the Master Plan	Omission Amendment	- Removal of text related to Preliminary Draft Master Plan version. - Addition of sentence regarding the Master Plan's approval in preparation for publication of the final Master Plan.	New text: The Master Plan was approved by the Hon Catherine King, Minister for Infrastructure, Transport, Regional Development and Local Government, on _____ 2024.
2.1 Background	Addition	In response to public comment submissions, text has been added to acknowledge that all of the flying schools have adopted the Fly Neighbourly program.	New text: All of the flying schools at Parafield Airport have adopted this program.
2.3.1 Early Airport Development	Amendment Addition	In response to the SA Aviation Museum's submission, text has been updated to correct the opening day of the airport and include more information about the airport's history.	- Amended text: The Parafield aerodrome was officially opened by Sir Tom Bridges, the then Governor of South Australia, on 26 November 1927 and flights began through the Australian Aero Club (SA Section) (later renamed Royal Aero Club of South Australia) which had built a hangar at Parafield and was loaned two aircraft for training and the Club's pageant and competition purposes. Miller Aviation Company (which became MacRobertson Miller Airways soon afterwards) began operating from Parafield in 1928. - New text: In June 1941, a separate Department of Aircraft Production was established. In 1942, the Department of Aircraft Production built two large airframe repair hangars/workshops at Parafield which serviced the RAAF No. 1 Elementary Flying Training School that operated during the war years. It was around this time that the original farmhouse was demolished and Kitty Hawk Lane was created.
2.5 Airport Ownership	Amendment	Current shareholder equity has been updated to state it was current as of May 2024.	Amended text: The current shareholder equity of Adelaide and Parafield airports, as of May 2024, is shown in Figure 2.5.

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
2.7 Airport Operations	Addition	Additional information has been provided about the use of the circuit path and expected aircraft altitudes in response to community submissions.	New text: The majority of aircraft operations at Parafield use the circuit paths. As well as repetitive touch-down and take-off operations for training purposes, the circuit path is also often used by aircraft coming in to land at Parafield Airport. The design of the circuit path is based on International Civil Aviation Organization standards and the Civil Aviation Safety Authority criteria. Pilots are required to make turns at specific angles to the runway being used and at specific flight altitudes. Following take-off, the first turn is conducted when the aircraft is at around 500 feet above mean sea level (AMSL), and the aircraft will typically reach the 1,000 feet AMSL altitude when it is on the circuit leg that is parallel to the runway being used. The aircraft will then commence descending for landing. Based on these requirements, approximately half of the circuit is conducted at around 1,000 feet AMSL, and the remainder of the circuit is performed at lower altitudes due to the aircraft ascending (take-off) or descending (landing).
2.7 Airport Operations	Addition	In response to public comment submissions, text has been added to acknowledge that all flying schools have adopted the Fly Neighbourly program.	New text: All of the flying schools at Parafield Airport have adopted the Fly Neighbourly program.
3.2 Economic Contribution	Addition	In response to public comment submissions from Federal MP Tony Zappia, the City of Salisbury and several community members, Section 3.2 has been updated to include additional information about the economic assessment approach and the contribution from aviation activities.	• New section 3.2.1 Assessment Approach: An assessment of the contribution that Parafield Airport makes to the South Australian economy was undertaken by Hudson Howells, which provides specialist economic research and analysis. The assessment is based on information provided by the various businesses located at Parafield Airport as well as economic modelling. Forecasts have considered previous economic assessments undertaken in 2008, 2011 and 2016, the forecast aircraft movement growth detailed in Section 6, and the development plans for Parafield Airport described in this Master Plan. • Update to section 3.2.2 Economic Contribution to state: An estimated \$217.3 million of this total was attributed to aviation related business activities. • Table 3-1 (Economic Contribution of Parafield Airport 2022) updated to provide the split of employment by aviation and non-aviation activity.
3.2 Economic Contribution	Addition	Footnote added regarding Bruce Hartwig Flying School entering voluntary administration.	New text: On 29 April 2024, Bruce Hartwig Flying School Pty Ltd went into Voluntary Administration. With students transitioning to Aerostar Aviation and staff migrating to other organisations on airport, economic outcomes and forecasts contained in this Master Plan 2024 remain unchanged.

5.2 Amendments Table (continued)

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
4.2.1 Airport Lease	Addition	In response to public comment submissions, a new section has been added to explain key requirements under the Airport Lease.	New section: 4.2.1 Airport Lease PAL operates under a 50 year (plus 49 year option) Airport Lease agreement with the Commonwealth. A key requirement of the lease is that PAL complies with all legislation relating to the airport site, including the Airports Act 1996 (Airports Act) and Regulations. The lease also specifies obligations for PAL to develop the airport, having regard to: • The actual and anticipated future growth in, and pattern of, traffic demand for the airport site. • The quality standards reasonably expected of such an airport in Australia. • Good business practice.
4.2.2.2 Major Development Plan	Addition	In response to public comment submissions, 'construction or extension of a road' has been added to the list of development activities considered to be major developments under Section 89 of the Airports Act.	New dot point: Construction or extension of a road or vehicular access facility where the construction significantly increases the capacity of the airport to handle movements of passengers, freight or aircraft and where the cost of construction exceeds a certain value.
4.3.1.2 State Planning Policies	Amendment Addition	In response to the City of Salisbury's submission, text about State Planning Policy 9: Employment Lands has been expanded.	• Amended text: At a broader level, State Planning Policy 9: Employment Lands identifies the importance of employment zones. • New text: The policy recognises the challenge in striking the right balance between achieving desired urban form and maintenance of healthy competition and investment in the retail sector, and identifies the need for land supply for the accommodation of large-format outlets. State Planning Policy 9 also identifies the principles of retail planning which supports existing centres, allows expansion of designated centres, allows new activity centres to be established to support equitable and convenient access to services, while supporting productive settlement patterns and seeks to protect higher-order centres.

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
5.2.1 Supporting the Aviation Industry	Amendment Addition	- Text about the Royal Aero Club has been corrected in response to the public comment submission from the SA Aviation Museum. - Text about the inherent advantages that make Parafield Airport ideal for pilot training has been updated to include information provided in Flight Training Adelaide's (FTA) public comment submission. - Additional information about FTA has been included from their submission. - Hartwig Air entered voluntary administration on 29 April 2024 and references have been removed.	- Amendment: Parafield Airport has been a pilot training base since 1927, when the Royal Aero Club of South Australia built a hangar and was loaned two aircraft for training and the Club's pageant and competition purposes. - New dot point: Suitable airport infrastructure and surrounding area amenities for students. - New text: Many of these advantages are not found at other airports around South Australia. In particular, Parafield Airport is the only airport in South Australia with a parallel runway system for supporting training activity, and is one of only three airports in South Australia that have Air Traffic Control services (the other airports are Adelaide and Edinburgh airports). - New text: FTA partners with the University of South Australia to carry out flight training for students as part of the Graduate Diploma in Aviation, as well as international airlines including Qantas, Virgin, Cathay Pacific, IndiGo (India), China Airlines, Starlux (Taiwan), Sky Airline, Skymark Airlines (Japan) and J-Air (Japan). There are many senior managers at these airlines that completed their pilot's training at Parafield Airport. FTA is a legacy South Australian company that has called Parafield home since it was established in 1982. It has since grown to become a global brand in flight training and has trained in excess of 8,000 pilots from every continent in the world. FTA provides board and lodging for up to 300 students at a time, who all call Parafield Airport home for 12 months during their training and are active contributors to the local community, and employs nearly 180 staff. On six separate occasions, FTA has won the State award of Training Exporter of the Year, and was also awarded the title of National Training Exporter of the Year in 2007.
5.4 Consultation and Engagement	Addition	In response to several community submissions, text has been updated to reference the Commonwealth's Airport Development Consultation Guidelines.	New text: PAL's consultation is guided by the Commonwealth's Airport Development Consultation Guidelines. These guidelines note that the conduct of an effective consultation program does not necessarily mean that all interested parties will be satisfied with the outcome, but is about ensuring that a proposal has been fully explored, concerns identified and alternatives considered.
5.4.1 Parafield Airport Consultative Committee	Addition Amendment	In response to two community submissions, new text has been added to explain PACC's Terms of Reference providing information for local resident interest groups seeking to become a member of the PACC.	- New text: The PACC Terms of Reference describes the functions of the PACC, including providing an advisory forum for the exchange of views on airport matters between various parties, including the local community and monitoring aircraft noise and noise abatement related matters. The Terms of Reference also provides information for local resident interest groups and associations seeking to become a member of the PACC. - Amended text: PACC meeting minutes and the Terms of Reference are published on the Parafield Airport website, parafieldairport.com.au.

5.2 Amendments Table (continued)

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
5.4.4 Master Plan Consultation	Amendments	Various updates to reflect that public comment period has been completed.	
6.5.3 Aircraft Movement Forecasts	Amendment	Table 6-3 updated to correct the 2031 forecast from 282,799 to 282,800 movements.	282,800.
7.2.1 Parafield Airport Estate	Addition	To provide more context for the 'align with applicable design and infrastructure guidelines' statement under the Assessment Criteria for each precinct, additional text has been included at 7.2.1 to provide examples.	New text: To ensure quality and consistency, development is to align with applicable PAL design and infrastructure guidelines (as amended from time-to-time), such as the Parafield Airport Design Guidelines and Landscape Guidelines.
7.2.2 Precinct Structure and Interpretation	Omission	Removal of the Note under Table 7-1 stating that 'PAL is currently reviewing the precinct names, and these may be subject to update following completion of the Preliminary Draft Master Plan'.	
7.4.3 7.5.3 7.7.3 Assessment Criteria	Amendment	In response to public comment submissions, all references to 'Animal keeping in the form of short term dog kennelling' have been amended to 'Animal keeping in the form of short term dog kennelling occurring within an enclosed managed environment'.	Amended text: Animal keeping in the form of short term dog kennelling occurring within an enclosed managed environment.
7.7.2 Desired Character	Addition	In response to submissions from the Environment Protection Authority and several community members, additional information has been added about the management of ground-based noise from development within the Enterprise Precinct..	New text: Development occurring within the Enterprise Precinct is to be sited and operated in a manner that manages potential interface conflict. Potential ground-based noise sources are considered as part of the development assessment process described in section 7.13, and lease agreements require tenants to take all reasonable and practicable measures to minimise noise generated at their premises as well as comply with the noise criteria specified in the Airports (Environment Protection) Regulations 1997 (Cth).
7.11 Changes from Master Plan 2017	Addition	In response to public comment submissions, Section 7.11 has been updated to include new dot point to reflect the inclusion of several new Envisaged Development uses.	New dot point: Inclusion of several additional Performance Assessed- Envisaged Development uses based on current and anticipated SA market trends as well as indicative market interest and complimentary uses.
7.13 Development Assessment Process	Addition	Information regarding the Disability Discrimination Act has been added in response to PAL's review of the Aviation Green Paper.	Next text: New developments at Parafield Airport are also required to comply with the Disability Discrimination Act 1992 (Cth), with consideration of building accessibility, signage and other information and facilities to assist people with disabilities.

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
8.5.7 Future Technologies	Addition	In response a community submission regarding increased risk from drones, new text has been added to provide information about the management of drones by CASA and Airservices.	Next text: The operation of drones in areas around airports is managed by the Civil Aviation Safety Authority, which has established requirements for drone operator and drone flying authorisations. Airservices Australia is preparing for drones by developing digital air traffic management to safely integrate uncrewed aircraft flights into Australia's airspace.
8.6.3 Runway lighting	Amendment	In response to community submissions regarding night circuits, section 8.6.3 has been updated to provide more detail about the runway 03L/21R lighting.	Amended text: Night and low visibility operations are facilitated on Runway 03L/21R which has low intensity runway lights to enable safe operations when pilots must rely on instrument procedures (as described in Section 13.6.6.5).
10.3.3 South Australian Government Upgrades	Addition	In response to public comment submissions from Federal MP Tony Zappia and several community members, a new section has been added to provide information about DIT's planning studies for the external road network.	New section: 10.3.3 South Australian Government Upgrades. DIT publishes planned road upgrades, as well as potential road upgrades being investigated, on its website, dit.sa.gov.au/infrastructure. Recent projects relevant to Parafield Airport include: - Northern Adelaide Transport Study, which seeks to identify and inform potential transport improvements in the northern Adelaide suburbs and support future growth in the region. - Level Crossing Removal Planning Program, which identifies potential opportunities to remove the level crossings and improve safety. The Kings Road rail crossing is a priority location. - Kings Road Corridor Study, which seeks to identify opportunities to improve Kings Road between Port Wakefield Road and Main North Road. - Elder Smith Road Widening Planning Study.
10.6 Airport Transport Planning	Addition	In response to public comment submissions about traffic impacts from future commercial developments on airport, new text has been added to confirm that traffic assessments are completed as part of the development approval process for individual sites.	New text: The Parafield Airport Ground Transport Plan and associated modelling which has been undertaken to inform it, focusses on requirements at an estate and precinct level. As part of the development approval process for individual sites (Section 7.13), a traffic assessment is undertaken to confirm potential traffic impacts of that specific development.
10.7 Recent Developments	Amendment	Correction to the location of a recent road development.	Amended text: Extension of Nobby Buckley Drive south of Freda Thompson Place, including construction of a roundabout.
Figure 10-8	Amendment	Figure 10-8 has been updated in response to DIT's public comment submission that noted there appears to be opportunity to develop the Airport Business Precinct with pedestrian connectivity to the adjacent Parafield Railway Station.	Figure 10-8 has been updated to include pedestrian connectivity to the western portion of the Airport Business Precinct.
10.9.1 Modelling	Amendment	Text updated for clarification.	Amended text: Based on this review, the external network is expected to have sufficient capacity for the future demand at the airport.

5.2 Amendments Table (continued)

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
10.9.2 Next Steps	Addition	Section 10.9.2 has been updated to reflect DIT's recommendation that updated traffic modelling be prepared to reflect any updated planning outcomes that may arise from DIT's planning studies.	Further consultation with the state and local governments will take place to understand any wider network impacts, with updated modelling to reflect any updated planning outcomes that may arise from DIT planning studies.
10.9.3.1 Airport Business Precinct	Addition	Clarification added in response to DIT's public comment submission.	New text: Modelling has identified that the intersection may need to be signalised in future, however PAL will continue to work with DIT to determine the appropriate treatment.
10.9.3.3 Enterprise Precinct	Amendment	Text corrected from 'emergency entry and exit' to 'a potential separate access point'.	Amended text: A secondary access point may also be desirable to the west of the main entrance to assist in distributing domestic vehicle traffic within the precinct and provide a potential separate access point for heavy vehicles.
10.10 Freight Rail	Amendment	Text about the potential rail spur updated in response to public comment submissions.	Amended text: The freight rail line is located to the west of the high-frequency passenger rail line, and any rail spur will need to be considered carefully through consultation with relevant authorities and stakeholders to determine feasibility, assess potential impacts on schedules and potential collision risks to both rail freight and commuter rail lines.
10.12 Active Travel	Amendment	Text updated for readability.	Amended text: PAL will continue to consult and collaborate with relevant authorities to further explore and develop a suitable shared path network, with consideration of opportunities both within the airport and within state and local government road reserves. The goal is to not only improve and promote active travel to and from the airport but to also contribute to the broader network and community
Table 10-1	Amendment	Text updated for clarification.	Amended text: Airport Business Precinct – New intersection with Kings Road to provide access to the western section of the precinct.
Table 10-2	Amendment	Removal of reference to 'signalised' intersection as requested in DIT's public comment submission.	Amended text: Airport Business Precinct – Modifications to Kings Road intersection.
12.2 National Airports Safeguarding Framework	Addition	Text added regarding the NASAG's Implementation Review of the NASF that recommends all state/territory governments implement the principles and guidelines of NASF in their planning regimes by 2027.	New text: The National Airports Safeguarding Advisory Group (NASAG) published its Implementation Review of the NASF in October 2021, and one of the Implementation Review recommendations to be taken forward by NASAG is for state/territory governments to implement the Principles and Guidelines of NASF in their planning regimes by 2027. PAL will continue to encourage the State Government to ensure that all Guidelines are incorporated into the assessment process for off-airport developments in areas which could potentially affect the safe operation runways or flight paths.

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
12.4 Aircraft Noise	Addition	Text about the City of Salisbury's Sale Notice has been added in response to community public comment submissions about previous and current planning for Mawson Lakes.	New text: The City of Salisbury includes a Sales Notice (as part of the Form 1 documentation prepared when a property is sold) which makes reference to the two significant airports (Parafield and Edinburgh) within the boundary of the Council. This notice includes reference to aircraft training activities and identifies that the property may be subject to aircraft overflight and purchasers should consider their situation and sensitivity to aircraft noise.
12.5 Windshear & Turbulence	Addition	In recognition of the NASAG's recommendation for state/territory governments to implement the principles and guidelines of NASF in their planning regimes by 2027, text has been added to note that PAL will continue to encourage the SA Government to incorporate all requirements of the NASF Guideline for windshear.	Added text: and PAL will continue to encourage the State Government to incorporate these requirements into the assessment process for off-airport developments in areas which could potentially affect the safe operation runways or flight paths.
12.9.1.1 Obstacle Limitation Surface	Addition	In response to a public comment submission from a non-government organisation, text has been added to note that airspace plans can be provided on request.	New text: Access to OLS documentation can be provided on request.
12.9.1.2 Procedures for Air Navigation Services – Aircraft Operations	Addition	In response to a public comment submission from a non-government organisation, text has been added to note that airspace plans can be provided on request.	New text: Access to PANS-OPS documentation can be provided on request.
12.9.4 Development Assessment	Addition	In response to a public comment submission from a community member querying building height restrictions near the runways, text has been added to clarify that controlled activity assessments are undertaken for relevant on-airport developments.	Controlled activity assessments are also undertaken for all proposed on-airport activities, where applicable.

5.2 Amendments Table (continued)

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
12.12 Public Safety Areas	Addition Amendment	Additional information about PSAs has been added in response to public comment submissions from the City of Salisbury, a non-government organisation concerned about the impact on PSAs on their land, and several community members.	New text: Guideline I outlines reasons for why PSAs are important. The way land use is managed at the end of runways, including beyond airport boundaries, can contribute to mitigating the risk of on-ground fatalities from aircraft incidents. The Guideline presents different PSA model options for consideration, and the State Government will need to determine which off-airport PSA model option is adopted. The PSAs for Parafield Airport will be published once these decisions have been made. The consideration of public safety risks is not unique to airports. These risks are also considered for developments and emergency management in the vicinity of a range of existing or proposed industrial sites that can give rise to adverse public safety outcomes. Guideline I, Item 29 states that "It is not intended that this Guideline will be applied retrospectively to existing development. Rather, it is intended to ensure there is no increase in risk from new development. New or replacement development, changes of use of existing buildings and rezoning of land are discouraged if it results in increasing the number of people living, working or congregating within the PSA. This Guideline can be used to inform strategic planning decisions about rezoning, development of greenfield sites and the opportunities for redevelopment of existing sites and urban infill." When considering development proposals in proximity to runway ends, PAL undertakes a risk assessment to understand both individual and collective risk related to the proposed development's siting. This information is then used to inform a decision on whether a particular development is appropriate in the nominated location and/or design responses are needed to minimise risk to acceptable levels. The Australian Transport Safety Bureau publishes all aviation safety occurrences on its website atsb.gov.au. Amendment: PAL remains committed to working with the State Government and the City of Salisbury to determine the best way of introducing PSAs into the state's planning system.
Table 13-1 (Responsibilities for aircraft noise management)	Addition Amendment	In response to public comment submissions, Table 13-1 has been updated to include additional responsibilities.	Table 13-1 updated to include reference to the Air Navigation (Aircraft Noise) Regulations (Cth), aircraft noise monitoring, flight path changes, and expand on the roles of the ANO, CASA, the DITRDCA and PAL.

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
13.3.2 Aircraft Noise Standards	Addition	In response to community public comment submissions, a new section has been added to provide information about aircraft noise standards and ICAO's balanced approach to aircraft noise.	13.3.2 Aircraft Noise Standards The Australian Government is responsible for establishing legislation and policy controls related to aircraft noise requirements. There are no Australian regulations which specify a maximum decibel level of aircraft noise. Rather, the Air Navigation (Aircraft Noise) Regulations (Cth) require all aircraft operating in Australian airspace to comply with noise standards and recommended practices introduced under the Convention on Civil Aviation. These standards are set out in the International Civil Aviation Organization's (ICAO) document Annex 16, Environmental Protection - Volume I. The ICAO's Balanced Approach to Aircraft Noise Management is the main overarching policy for the aviation industry. The Balanced Approach requires that all available options be evaluated to identify the most cost-effective measure or combination of measures to mitigate a specific noise problem. The principle of the Balanced Approach involves identifying noise mitigation measures through four pillars, and then analysing them with the goal of addressing the noise issue in a cost-effective manner that preserves the connectivity benefits at the airport. The four pillars of ICAO's Balanced Approach are: 1. Reduction of noise at source. Aircraft noise (noise at source) has been controlled by the setting of noise standards for aircraft and through improvements in aircraft manufacturing. In Australia, the Commonwealth government controls this via the Air Navigation (Aircraft Noise) Regulations (Cth). 2. Land-use planning and management. The most effective means for reducing the impact of aircraft noise is through effective planning of land use for areas adjacent to the airport. The responsibility for land use planning off-airport lies with both state and local government. The South Australian planning system includes an Aircraft Noise Exposure Overlay to provide guidance for the siting of developments sensitive to aircraft noise (refer Section 12.3), and specifications to guide building construction methods and materials to mitigate aircraft noise intrusion (refer Section 12.4). 3. Noise abatement operational procedures. Noise abatement procedures are specific procedures implemented at an airport to reduce aircraft noise for the community. The noise abatement procedures that apply at Parafield Airport are described in Section 13.3.2. 4. Operating restrictions. Operating restrictions are implemented as a last resort. In Australia, this includes restrictions that limit or ban older and noisier ICAO Annex 2 Chapter 2 aircraft. Aircraft operators at Parafield have voluntarily agreed to limit circuit training hours through the Fly Neighbourly program (described in Section 13.3.2.1).

5.2 Amendments Table (continued)

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
13.3.3.1 Fly Neighbourly	Addition	Additional information has been provided on Fly Neighbourly in response to public comment submissions from Federal MP Tony Zappia and many community members.	New text: Fly Neighbourly agreements are a voluntary code of conduct, established between the airport-operator and aircraft operators, that are implemented at many of the general aviation airports in Australia. The Parafield Airport Fly Neighbourly program (previously referred to as Fly Friendly) was introduced at Parafield Airport in 2012 to manage aircraft noise exposure around the airport. Fly Friendly was changed to Fly Neighbourly in early 2024 to align with the terminology used for Jandakot, Bankstown, Archerfield and many other general aviation airports. The Fly Neighbourly program has been adopted by all flight training providers located at Parafield Airport. Aircraft that operate outside of the Fly Neighbourly program are typically returning training flights, private operators, airwork, and occasional movements from the SA Rescue Helicopter Services and many aircraft are not based at Parafield.
13.3.3.2 Noise Abatement Procedures	Amendment	As suggested in the Environment Protection Authority's submission, the Master Plan has been updated to make the published noise abatement procedures clearer.	The noise abatement procedures for Parafield Airport set out the preferred runway use during specific period of the day: • Outside of Air Traffic Control tower operating hours, the preferred runway is 03L/21R (oriented north to south), depending on the prevailing wind conditions. • For circuit operations outside of daylight hours, circuits from runway 03L/21R are conducted to the west of the airport (left-hand circuits from runway 03L and right-hand circuits from runway 21R).
13.3.3.3 Consultation with Local Communities	Addition	Additional information about aircraft noise complaint statistics and the role of the Aircraft Noise Ombudsman has been provided in response to public comment submissions.	New text: It also publishes up-to-date noise complaint statistics for Parafield Airport, as well as historical complaint data for comparison. Airservices manages complaints and enquiries about aircraft noise and operations through its Noise Complaints and Information Service (NCIS). The NCIS is the Australian aviation industry's main interface on civil aircraft noise and related issues for the community. Airservices uses complaints and enquiries to help identify operations of concern and possible opportunities for improvement. The Aircraft Noise Ombudsman (ANO) was established in 2010 and conducts independent reviews of the management of aircraft noise-related activities by Airservices and the Department of Defence, including the handling of enquiries and complaints about aircraft noise, community consultation processes related to aircraft noise, and the presentation and distribution of aircraft noise related information. Information about the ANO is available from ano.gov.au.
13.3.3.5 Consultation with Aircraft Operators and Airservices	Addition	Information about aircraft noise monitoring has been provided in response to public comment submissions.	New text: Noise monitoring is undertaken by Airservices Australia at airports across Australia to provide accurate information about aircraft noise to stakeholders and the community or for assessment of proposed procedure changes. Airservices conducted short-term noise monitoring at Parafield Airport in 2015 and this report is published on the Airservices website (airservicesaustralia.com/monitoring-aircraft-noise).

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
13.5 The Australian Noise Exposure Forecast (ANEF) System	Addition	New section heading 13.5.1 (The ANEF System) has been added.	
13.6.1 Changes in Noise Modelling Software	Addition	In response to the City of Salisbury's public comment submission, text has been added to clarify that the extent of change between the INM and AEDT noise models can not be determined due to the updates of all the other inputs.	New text: The extent of this change has not been determined as other inputs have also been updated.
13.6.4 Aircraft Mix	Addition	Additional information about aircraft noise modelling has been provided in response to public comment submissions from the community and Environment Protection Authority.	New text: ANEF modelling relies on a database of various aircraft types and their specific performance and noise characteristics. The database noise levels are based on the noise certification testing undertaken by the aircraft manufacturer that is performed in accordance with the ICAO Annex 16 Volume 1 (Environmental Protection – Aircraft Noise) requirements. Noise modelling software only includes aircraft that are in the database and currently in operation. Future electric aircraft have therefore not been included in modelling. The ANEF forecast of the number of movements by aircraft type, arrival and departure, and day and night operation is provided at Appendix B.
13.6.5 Runway Utilisation	Addition	Additional information about runway use has been provided in response to public comment submissions from the community and the City of Salisbury.	New text: Runways 03L and 03R tend to be used more often in the cooler months when there are frequent winds with a northerly component, while runways 21L and 21R tend to be used more frequently in the warmer months when the predominant wind direction tends to be southerly. Runway directions 08 and 26 are typically used when the wind from the east or west exceeds the crosswind limitations of the runway 03 and 21 operations. Runways 08L and 08R tend to be used in the morning during the summer and autumn periods when there are easterly winds from the Mount Lofty Ranges. Runways 26L and 26R are typically used in the afternoon and is often associated with periods when the wind is shifting directions. Changes in runway use allocation can stretch noise modelling contours in different directions and concentrate aircraft traffic (and therefore noise) over different areas. The 2022 ANEI (actual movements) and the 2043 ANEF have a higher percentage of aircraft allocated to the cross wind runways, 08 and 26, than the Master Plan 2017 modelling. General aviation training is particularly sensitive to aircraft and pilot crosswind tolerance and capability.

5.2 Amendments Table (continued)

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
13.6.6 Flight Paths	Addition	Information about the flight change process has been provided in response to public comment submissions from the community.	New text: The flight paths for Parafield Airport are designed, implemented and managed by Airservices Australia. Flight paths are designed according to ICAO and CASA criteria for flight path design and airspace separation and containment. The Air Services Act 1995 (Cth) requires that the safety of air navigation is the most important consideration. Airservices considers flight path changes for a range of reasons, including safety and efficiency improvements, recommendations from CASA, technological advancements in aircraft navigation or aircraft performance, airport infrastructure changes, and community-suggested safe and feasible noise improvements. Any future flight path changes considered by Airservices will be based on Airservices' Flight Path Design Principles, which guide the design, development and decision-making regarding flight paths and their implementation, and Airservices' Community Engagement Framework, which provides a process for Airservices' delivery of community engagement activity for flight path and associated airspace changes and commits Airservices to timely, meaningful and transparent engagement with communities, community groups and their local, state and federal elected representatives, with an interest in or impact from aviation operations, and community aviation consultation groups (such as the PACC).
13.6.6.2 Circuits	Addition	Information about circuits has been provided in response to public comment submissions from the community and Federal MP Tony Zappia.	New text: The circuit path is a standard flight path pattern that ensures the orderly take-off and landing flow of aircraft operations at an airport. Circuit path parameters are based on international (ICAO) and CASA guidelines which dictate the circuit shape, location and proximity to the runway. The circuit pattern is a global standard that requires the pilot to make turns at specific angles to the runway being used, and the pilot must therefore maintain visibility with the runway to be able to conduct circuits. For this reason, the circuit path cannot be moved away from the runway. The circuit path is not used just for training circuits. Aircraft arriving and departing Parafield Airport also need to join a particular leg of the circuit path (depending on where the aircraft has come from and what runway it will be landing on) to be able to depart or land safely. Approximately 69 per cent of traffic movements modelled in the ANEF is assumed to be circuit traffic (Appendix B). One of the principles of Parafield Airport's Fly Neighbourly program is 'do not fly wide circuits'. Conducting narrow circuits provides predictability of where the aircraft will fly and the altitude that the aircraft will be when it makes the required circuit turns, which is important for aviation safety as well as providing more certainty for the community about aircraft operations. Wide circuits result in greater unpredictability of where the aircraft will be, and the later turns result in more variation in aircraft altitude and the need for additional engine power (and therefore more engine noise) on final approach to landing. The narrower aircraft circuits are also intended to contain aircraft noise closer to the airport site.

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
13.6.6.4 Helicopter circuits	Amendment	Helicopter altitude has been corrected from 'above ground level' to 'above mean sea level'	Amended text: Helicopters continue to climb after take-off until levelling out at 800 feet above mean sea level.
13.6.6.5 Night Circuits	Addition	Additional information about night circuits has been provided in response to public comment submissions from the community.	New text: Circuit training at night is an essential component of the pilot training syllabus undertaken by many trainee pilots at Parafield Airport. Parafield Airport has only one runway with lighting for use at night and in low visibility conditions, and all night circuits have to operate from this runway. The circuit path for the lit runway (03L/21R) is located to the west of the airport due to the higher terrain on the east of the runway. During day light hours the higher terrain can be seen by pilots, and circuits can be safely conducted on the east side of the runway. However, during night time and other low visibility conditions pilots must rely on instrument procedures (whereby they fly the aircraft based on navigation and cockpit instruments) and the area to the east of 03L/21R has been marked on all instrument procedure plates as a no-circling area by Airservices Australia due to the rising terrain.
Figure 13-1 to Figure 13-13	Addition	In response to community submissions, all of the flight path images have been updated to state that aircraft noise may be heard outside of the displayed flight paths.	New text: Aircraft noise may be heard outside of these corridors and may be impacted by external elements such as wind and terrain.
13.7.3 Frequency-based Noise Charts	Addition	Information about a person's actual experience of noise has been provided in response to a community submission.	New text: An individual's actual experience may be less noise events on some days and more noise events on other days. The actual noise level that will be experienced on the ground is influenced by a range of factors such as wind and weather conditions, the topography, surrounding noise sources, the rate at which the aircraft is climbing or descending, and the weight of the aircraft.

5.2 Amendments Table (continued)

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
13.7.4 Assessment of Changes to Noise Exposure	Amendment Addition	Additional information about the key factors contributing to the changes between the previous and new ANEF has been provided in response to the City of Salisbury's submission.	Amended dot points: - The use of a new noise modelling software in the form of the AEDT as required by Airservices Australia as opposed to the now superseded INM which was used to prepare the 2037 ANEF (discussed in section 13.6.1). - Improvements in the baseline data surrounding current operations and therefore corresponding improvements to the forecast assumptions. - The runway use allocation across all four runway systems which are reflective of what is occurring today (discussed in section 13.6.5). - The aircraft types and number of movements of each aircraft type in line with updated forecasts. - The future helipad location which is planned to be relocated to the centre of the airport from its current location in the north-west portion within the 20-year planning period of the Master Plan. New dot points: - There is a slight reduction in the forecast number of aircraft operating at Parafield Airport over the forecasted 20 year period, and a reduction in the number of jet aircraft movements. - The use of a different noise profile in the AEDT model for the predominant single-engine aircraft (Diamond DA40) to better align to the actual noise levels identified from the short-term noise monitoring conducted at Parafield Airport by Airservices in 2015 (see Section 13.3.3.5). - The use of calibrated operational (altitude) profiles (rather than the standard software profiles) that better aligns to actual radar flight track data. - Improved dispersion of aircraft traffic across the 'backbone' flight track used for noise modelling purposes (see Section 13.6.6) that better reflects actual radar flight track data.

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
14.8 Energy and Climate Change	Addition	Information about net zero emissions has been included in response to public comment submissions.	New text: Globally, the aviation sector generates approximately 2.5 per cent of the world's carbon emissions. The Australian Government has adopted emissions reduction targets of 43 per cent below 2005 levels by 2030 and net zero emissions by 2050. To help inform the design of policy settings, the Government has established the Australian Jet Zero Council which brings together a cross-section of stakeholders from across the aviation industry and its supply chains. In addition, the Australian Government is leading development of a Transport and Infrastructure Net Zero Roadmap. The Aviation Green Paper, published in September 2023 by the Australian Government, identifies that industry decarbonisation will require a combination of Sustainable Aviation Fuels (SAF) and emerging propulsion systems (electric, hybrid-electric or hydrogen aircraft) in order to substantively reduce emissions. The Paper states that piston engine aircraft, which are typically used in general aviation, cannot currently use SAF to reduce emissions and emerging propulsion technologies are therefore likely to be a key part of the transition of the general aviation sector to net zero. PAL's planning for the uptake of electric and hybrid aircraft is discussed in section 8.5 (Airfield Development Plan).
14.8.2.1 Energy	Omission	Paragraph on decarbonisation of the aviation sector has been removed due to the new information provided in section 14.8 (see amendment text above).	
14.8.2.2 Climate Change	Addition	Discussion on the heat island effect has been added in response to the public comment submissions from the City of Salisbury and two community members.	New text: Like many cities around the world, Adelaide's hot summers can be compounded by the heat island effect, where urban environments, including buildings, roads and bare space, absorb and re-emit the sun's heat more than the natural landscapes. Trees, and the shade they provide, are a key strategy for reducing the heat island effect. Prior to being used as an airport, the airport site was cleared farmland with minimal trees. The area surrounding the airfield is mostly grassed open area, and large canopy trees are not suitable in this area due to the requirement for air traffic control to have visibility of all aircraft movement areas, lack of irrigation, and wildlife hazard management. For areas of the airport suitable for canopy cover, PAL's Landscape Guidelines specify minimum greenscaping targets for all new developments, including tree targets for car parks.
14.11.2 Current Management (Soil & Groundwater)	Amendment	Information about environment site assessment for developments has been updated from "may be required" to "typically completed" in response to the Environment Protection Authority's public comment submission.	Amended text: Assessments are also typically completed as part of due diligence prior to the commencement of proposed developments.

5.2 Amendments Table (continued)

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
14.11.2 Current Management (Soil & Groundwater)	Addition	Information about the response to air crash and substantial pollution events has been included in response to a community submission.	New text: The required responses to air crash and substantial pollution events are defined in the Aerodrome Emergency Plan which is developed in conjunction with the emergency service organisations. PAL has in place staff procedures for responding to dangerous runoff events, with spill control equipment and training made available to all staff. Under the Airports (Environment Protection) Regulations 1997, PAL has reporting obligations to the Airport Environment Officer for spills and pollution events.
14.12.2 Current Management (Ground-based Noise)	Addition	In response to two community submissions, additional information has been provided to clarify that works outside of typical construction hours are uncommon and only in unique circumstances.	New text: As part of the development assessment and approval process for new commercial buildings, acoustic assessments are typically required to be undertaken at the design phase of new builds to determine the likely impact on surrounding receptors and any mitigation which may be required. Works outside of typical construction hours however are uncommon and only in unique circumstances. For works that would typically require runway or taxiway closures, PAL works with the contractors, Airservices and aircraft operators to develop a works plan that facilitates works being undertaken in the daytime as much as possible.
14.13.1 Background (Local Air Quality)	Addition	Information about the use of leaded aviation fuel has been provided in response to several community public comment submissions	New text: Lead based fuel has historically been in use for general aviation globally. The majority of the general aviation operations undertaken at Parafield Airport are piston engine aircraft that use 100 octane low lead Avgas (referred to as 100LL). The Aviation Green Paper, published by the Australian Government in September 2023, identifies that a proportion of Australia's general aviation fleet relies on leaded Avgas which is not currently substitutable with Sustainable Aviation Fuel. The Paper acknowledges that viable alternatives to 100LL are in development and may be ready for use in Australia in the near future. PAL will continue to monitor alternative aviation fuels and their potential introduction at Parafield Airport.
14.15.1.3 Built Heritage	Addition	Additional text has been added to built heritage in response to the information provided in the SA Aviation Museum's public comment submission.	New text: The tower is an art deco building that has a strong historical association with the development of air traffic control services in Australia, and is the oldest operational air traffic control tower in Australia. The hangar formerly occupied by Bruce Hartwig Flying School was built in 1929 for West Australian Airways (which later became part of Australian National Airways) and was later occupied by the Australian Aero Club (SA Section). There are several hangars located on Kings Road that have been in use since the 1930s and 1940s and used during World War II for aircraft maintenance, including two 'Bellman hangars' that were used by the RAAF No. 1 Elementary Flying Training School that operated during the war years. The Department of Aircraft Production hangars are located on the western side of the airport and were built during World War II and used for military aircraft overhauls until 1969, with one of these hangars now occupied by Flight Training Adelaide.

SECTION	ADDITION/ OMISSION/ AMENDMENT	CHANGE TO DRAFT MASTER PLAN	ADDITIONAL/AMENDED TEXT
14.15.2.3 Aboriginal Cultural Heritage	Addition	Text has been updated note recent progress on PAL's Reconciliation Action Plan and the establishment of a Reconciliation Action Committee.	New text: Adelaide and Parafield airports also commenced an inaugural Reflect Reconciliation Action Plan in 2023, with the development of a Reconciliation Action Committee that is guided by First Nations Peoples.
14.15.2.4 Built Heritage	Addition	Additional text has been added to built heritage in response to the information provided in the SA Aviation Museum's public comment submission.	New text: There are several hangars and other buildings that are also recognised in PAL's Heritage Management Strategy for their contribution to the heritage of the Parafield Airport site. Other buildings include the old fire station building (now the Parafield Aviation Heritage Centre), and hangars that were constructed in the 1930s and 1940s and are currently occupied by flying schools and aircraft maintenance organisations. These buildings do not meet Commonwealth heritage significance criteria.
Table 15-2 20-Year Development Plan	Addition Amendment	Table 15-2 has been updated to include taxiway surface spray treatments. Table 15-1 and Table 15-2 have been updated to correct one of the proposed road changes.	• New text: Surface spray treatments and re-sealing of taxiways and run-up bays as required. • Amended text: Modification of the Kings Road intersection and new internal road network aligned with proposed development in the western section of the Airport Business Precinct.
Appendix A – Compliance with the Airports Act	Addition	Addition of legislative requirements per sections 5.02B(5), 5.02B(6) and 5.02(7) of the Airports Regulations 1997.	Addition of the legislative requirements for contents of a draft or final master plan to be addressed in the Environment Strategy as per sections 5.02B(5), 5.02B(6) and 5.02(7) of the Airports Regulations 1997.
Appendix B – ANEF Data Table	Amendment	Table title amended to make reference to the data being average daily aircraft movements.	Amended table title: Parafield Airport ANEF 2043 Forecast of Average Daily Aircraft Movements.

6

Appendices





Released under the Freedom of Information Act 1982 by the Department of
Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

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Planning Coordination Forum Quarterly Update Summary

A

Planning Coordination Forum

Quarterly Update Summary

August 2022: Forum update:

Forum advised - The next Parafield Airport Master Plan is due to be submitted to the Commonwealth Minister by 18 June 2024 after an extension of time was granted due to the COVID-19 pandemic impact. PAL is currently finalising the Master plan program which will be closely followed by the commencement of the Technical Studies. PAL will be reaching out shortly to commence engagement as we start the process. This will added as an agenda item.

November 2022: Forum update:

Forum advised: The next Parafield Airport Master Plan is due by 18 June 2024. Internal planning meetings continue on a regular basis and the commencement of the Technical Studies have recently commenced including the Economic Assessment, Aviation Forecasts, Aviation Development, ANEF - Australian Noise Exposure Forecast and the Environment Strategy. A meeting with the Commonwealth Department took place on 19 September 2022 outlining timelines and the areas of focus.

February 2023: Master Plan Presentation held post Forum with DIT, DITRDCA and City of Salisbury

PAL representatives provided a presentation on the progress of works to prepare the draft 2024 PAMP. This included an overview of actions and investigations undertaken to date and key topics contained in the Master Plan as follows:

- Approach to Master Planning, including airport Vision
- Summary of the legislative Master Plan requirements contained in the Act
- Overview on what is involved in preparing a Master Plan
- PAL's principles that are guiding the Master Plan preparation
- Program update
- Aviation Forecasts Summary - parameters, process and indicative forecasts
- Economic and Employment Assessment Summary
- Aviation Development Summary
- Ground Transport and Services Infrastructure investigations summary
- Future Land Use Plan summary
- Airport safeguarding summary, including recognition of Guideline I
- ANEF Summary - noise management framework overview, ANEF development process, assumptions, forecast horizon
- Environment Strategy overview
- Summary of the current and future consultation and engagement processes and overview of opportunities for input from stakeholders and the community

May 2023: Forum update and Presentation

PAL representatives provided an update;

- Technical inputs close to complete with the exception of the ANEF which can't be endorsed any earlier than 180 days from the Draft Master Plan submission. Draft ANEF currently being progresses.
- Exposure Draft to be submitted to DITRDCA June 2023.
- Ongoing consultation is occurring through engagement with PCF, TWG, PACC, Federal Department, State Agencies, Local Government and service providers.
- Consultation for ANEF to take place with State and Local Government prior to technical endorsement and inclusion in the Preliminary Draft Master Plan.
- Community and stakeholder engagement following issue of the Preliminary Draft Master Plan period, expected to take place Sept to Dec 2023.

August 2023: Forum update and Presentation:

- The Draft Master Plan must be submitted to the Commonwealth Minister by 18 June 2024.
- PAL have provided the Parafield Airport Master Plan 'Exposure Draft' to key stakeholders for their review and comment and work to update and finalise the document in response to comments received. Once finalised this document will become the 'Preliminary Draft Master Plan' in readiness for the Public Consultation period.
- Feedback to date has been generally positive with no major areas of concerns with comments focused on Land Use, Environment Strategy, Ground Transport and Services.
- Public consultation will take place over 60 business days with dates to be confirmed and to support the release, PAL will undertake the following activities during the consultation period:
 - Open days at Parafield Airport offices, City of Salisbury and potentially the District Outlet Centre
 - Supporting information 'fact sheets' covering key matters such as aircraft noise management, safeguarding, land use, commercial development, and Environmental/ Sustainability
 - Updated Parafield Airport community brochure
 - Information on the Parafield Airport website
 - Digital engagement through social media
 - Briefings to key stakeholders and community groups
 - Copies of Master Plan 2024 made available in hard copy and electronic format.
- Comments from the Public Consultation period will be considered and where appropriate will be included into the Draft Master Plan and once finalised will be submitted to the Commonwealth Minister along with the Supplementary Report which includes all supporting information i.e. Media, Public comments, consultation.
- Australian Noise Exposure Forecast (ANEF) modelling for endorsement by Airservices continues and once finalised ANEF and Master Plan consultation will take place with key stakeholders.

November 2023: Forum update and Presentation

- PAL provided an update to the forum: The Australian Noise Exposure Forecast (ANEF) noise modelling has been completed and issued to Airservices for their review and subsequent endorsement (expected in December). Stakeholder engagement on the ANEF has commenced and PAL have consulted with the Local Airservices Tower, Department of Trade and Investment (PLUS), and an upcoming meeting has been arranged with City of Salisbury. The Preliminary Draft Master Plan is being prepared for public release on 8 January 2024 and will take place over 60 business days. To support the release, PAL is working towards undertaking the following activities during the consultation period:
 - Open days at Parafield Airport offices, City of Salisbury and potentially the District Outlet Centre,
 - Supporting information 'fact sheets' covering key matters such as aircraft noise management, safeguarding, land use, commercial development, and Environmental/ Sustainability,
 - Updated Parafield Airport community brochure,
 - Information on the Parafield Airport website,
 - Digital engagement through social media,
 - Briefings to key stakeholders and community groups as requested,
 - Copies of Master Plan 2024 made available in hard copy and electronic format.
- An invitation for parties interested to stay on after the meeting to review the draft ANEF, ANEI and N-above contours was offered, however all interested parties had been or were going to be consulted at separate meetings.

February 2024: Forum update and Presentation:

Forum advised: The Preliminary Draft Master Plan was released on 6 January 2024 for Public Consultation which will take place over 60 business days. Formal notification of the public comment period was provided to key stakeholders prior to the release date.

To support the release, PAL will be undertaking the following activities during the consultation period:

- Open days at Parafield Airport offices and City of Salisbury
- Newspaper advertisement
- Supporting information 'fact sheets' covering key matters such as aircraft noise management, safeguarding, land use, commercial development, and Environmental/ Sustainability
- Updated Parafield Airport community brochure

Planning Coordination Forum

Quarterly Update Summary

(continued)

- Information on the Parafield Airport website
- Digital engagement through social media
- Briefings to key stakeholders and community groups as requested
- Copies of Master Plan 2024 made available in hard copy and electronic format.

Formal submissions from the community & stakeholders have commenced with themes including

- Aircraft Noise:
 - Increased movement forecast
 - Helicopter operations
 - Circuit training and time of training
- Ground Transport
 - Individual Briefings will be taking place:
 - Briefing of individual City of Salisbury Councillors as requested
 - Scheduled briefings with State Members of Parliament

In addition, a community radio interview is planned in Salisbury next week and a Master Plan presentation will take place at the upcoming Northern Business Breakfast on 21 February.

We have received some feedback from an MP regarding Main North Rd which was referred to State Planning and the Fly Friendly Program has been renamed to Fly Neighbourly Program

The Master Plan must be submitted to the Commonwealth Minister by 11 June 2024 which aligns with the ANEF endorsement date.

May 2024 Forum update:

PAL representatives provided an update;

- PAL undertook the statutory 60-day consultation period between 6/1/24 – 4/4/24. During this time PAL undertook a series of workshops both at Parafield Airport and at the City of Salisbury Hub.
- PAL received a total of 54 submissions from community, government, non-government and aviation industry stakeholders, including a submission from the City of Salisbury which identified that it did not support the master plan.
- Key themes emerging from consultation were discussed:
- PAL continues to engage with key stakeholders on their submissions and the matters raised, including the City of Salisbury, noting that PAL management had met with the Mayor, CEO and Council administration as recently as 12/5.

PAL offered to brief any stakeholder on the inputs and assumptions arising from the investigations prepared to inform the Master Plan including further details behind the Ground Transport Plan section.



Engagement Briefing Paper Example

B

City of Salisbury Briefing Presentation example



Introductions

- § 47F - Executive General Manager, Parafield Airport
- § 47F - Executive General Manager, Planning & Infrastructure Adelaide & Parafield Airports
- § 47F - Dunera Consulting (Former Aircraft Noise Ombudsman)

Overview

- What is the Master Plan & Why do we do it?
- Who we are? (Brief History & Ownership)
- What does the airport look like today? (Facilities and Current Developments)
- What do we expect to happen over the next 20 years? (Economic Profile, Future Commercial Growth, Aviation Growth, Airport Safeguarding, Aircraft Noise modelling)
- Consultation Activities
- Summary
- Questions



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What is a Master Plan & Why are we doing it?

- Parafield Airport is preparing a new Master Plan for submission to the Federal Minister by June 2024. Prior to submission must undertake a 60-business day public consultation process
- The Master Plan deals with a number of planning aspects for the airport, including on-airport land use, ground transport planning, environmental management and aviation developments.
- This Master Plan will be applicable for a period of 8-years (previously every 5 years) and covers a 20 year period
- The Master Plan:
 - sets the strategic direction for efficient and economic development of the airport over the next 20 years
 - provides for the development of additional aeronautical and non-aeronautical uses
 - indicates to the public the intended uses of the site
 - reduces potential conflicts between uses on site and seeks compatibility with areas surrounding the airport
 - ensures operations at the airport are undertaken in accordance with relevant environmental legislation and establishes a framework for assessing compliance with this legislation and standards.

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Program



What is a Master Plan



Section 1: Introducing the Parafield Airport Master Plan
Introduces the Parafield Airport Master Plan and its purpose.

Section 2: The Parafield Airport Today
Provides details about the current state of the airport, including its location, facilities, and operations.

Section 3: Significance of the Airport
Explains the importance of the airport to the local community and the region, highlighting its role in economic development and transport.



Section 4: Planning Framework
Provides the planning framework for the Master Plan, including the role of the airport in the regional context and the planning process.

Section 5: Planning Development Approach
Describes the approach to planning development, including the role of the airport in the regional context and the planning process.

Section 6: Aviation Forecasts
Provides forecasts for aviation demand, including passenger numbers, cargo, and aircraft movements, and discusses the implications for the airport's future development.



Section 7: The Plan for Parafield Airport
Provides the overall plan for the airport, including the location of the airport, the size of the airport, and the types of facilities that will be provided.

Section 8: Land Use Plan
Describes the land use plan for the airport, including the location of the airport, the size of the airport, and the types of facilities that will be provided.

Section 9: Environmental Management
Describes the environmental management plan for the airport, including the location of the airport, the size of the airport, and the types of facilities that will be provided.

Section 10: Community Development
Describes the community development plan for the airport, including the location of the airport, the size of the airport, and the types of facilities that will be provided.

Section 11: Ground Transport
Describes the ground transport plan for the airport, including the location of the airport, the size of the airport, and the types of facilities that will be provided.

Section 12: Services and Infrastructure
Describes the services and infrastructure plan for the airport, including the location of the airport, the size of the airport, and the types of facilities that will be provided.



Section 13: Implementing the Plan
Provides the implementation plan for the Master Plan, including the location of the airport, the size of the airport, and the types of facilities that will be provided.

Section 14: Environmental Management
Describes the environmental management plan for the airport, including the location of the airport, the size of the airport, and the types of facilities that will be provided.

Section 15: Community Development
Describes the community development plan for the airport, including the location of the airport, the size of the airport, and the types of facilities that will be provided.

Section 16: Ground Transport
Describes the ground transport plan for the airport, including the location of the airport, the size of the airport, and the types of facilities that will be provided.

Section 17: Services and Infrastructure
Describes the services and infrastructure plan for the airport, including the location of the airport, the size of the airport, and the types of facilities that will be provided.

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History

- Training Airport since 1927
- Passengers flying to PER, MEL, SYD by 1936
- RAAF Elementary Flying Training School 1939
- Air Traffic Control Tower built 1939
- TAA operations 1946
- HM Queen Elizabeth II first Australian Tour 1954
- Adelaide's primary Airport until 1955
- Australian Aviation College opened 1983
- Uni SA and Flinders University Training Facility
- Government Business Enterprise 1989 (FAC) / Privatised 1998



ASACOM

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Airport

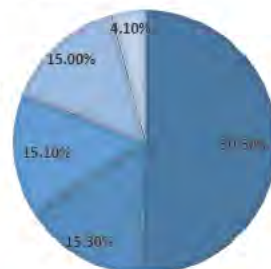
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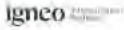
Ownership

- Parafield Airport Limited (PAL) is a subsidiary of Adelaide Airport Limited (AAL)
- Established May 1998
- 99-year Federal Lease (2097 expiry)

SHAREHOLDERS

- UniSuper LTD
- Igneo Infrastructure Partners
- IFM Investors
- HostPlus
- Perron



	UniSuper is one of Australia's largest superannuation funds with close to A\$110 billion in net funds under management
50.5%	
	Following its merger with Statewide Super in April 2022, HostPlus has grown to be one of the largest super funds in Australia with more than \$81.0 billion in funds under management
15.0%	
	Igneo Infrastructure Partners is a part of First Sentier Investors, a global investment manager with over A\$217 billion in assets under management
15.3%	
	IFM Investors is a global fund manager with over A\$199 billion in funds under management
15.1%	
	Perron Group is a substantially privately owned Perth-based group of companies whose main business is property investments
4.1%	

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Facilities / Location

- 433 ha site, divided into 5 Precincts:
 - Runways - 222 ha
 - Airport Business - 68 ha
 - Commercial - 48 ha
 - Bennett - 13 ha
 - Enterprise - 82 ha
- Operates 24/7
- 4 Runways (one illuminated)
- 9 Flight Training Schools
- Charter Operations
- 103 Businesses on site
- 3rd busiest airport in Australia



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Flight Training

- PAL is regarded as South Australia's premier general aviation airport and a world standard pilot training airport
- Over 90 % of current movements relate to pilot training
- 9 Flight Schools on Airport
- Nearly 300 students resident on site at one school
- Key employer, economic generator and export



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Current Developments

- Childcare Facility
 - Opening July 2024
 - 3,000 sqm site
 - Up to 130 children
- Retail Fuel Outlet
 - 2,500 sqm site
 - Inc EV charging
- Parafield Service Centre
 - 6,000 sqm built form
 - August 2024 Practical Completion
 - Bulky Goods - Repco, Petbarn, Toymate, Nutrition Warehouse, Jaycar
 - Service Trade - Mycar
 - Indoor Recreation - Revo Fitness
- Men's Shed
 - Steel Framed Workshop



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Economic Profile

- Parafield Airport plays an essential role in the economic prosperity and development of Northern Adelaide and SA through employment and value-added production.
- Supports 1,670 jobs in Northern Adelaide region
- Contributes \$216.9M to Gross Regional Product
- Contributes \$354.8M to Gross State Product
- Supports 2,570 jobs in SA

Hudson Howells Economic Assessment (Feb 23) to inform Master Plan:

- By 2043, the Parafield Airport estate is forecast to:
 - Contribute \$740 million to Gross State Product
 - Provide 3,342 direct full-time jobs and support 3,536 additional jobs = total 6,877 jobs

Employment Breakdown	2022	2031	2049
Airport Business District	622	786	1,340
Commercial / Enterprise	627	977	2,002
Total Direct Airport Employment	1,249	1,763	3,342
Induced Airport Employment	1,321	1,864	3,535
Total Airport Employment	2,570	3,627	6,877



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Aviation Growth

- Aircraft forecasts were prepared by Tourism Futures International (TFI)
- Flying schools returned to normal student capacity and training Jan 2023
- Boeing forecasts 602,000 pilots needed to 2041 with Australia / SA to benefit from this growth over next decade
- Electric / Hybrid aircraft types could be 17% of movements in 2031 to 69% in 2043
- There are still many challenges to overcome for electric aircraft to be viable for general aviation operations



Aircraft Movements	2019 (pre Covid)	2022 actual	2031 forecast	2049 forecast	CAGR 22-2043
Fixed Wing Aircraft Movements	256,804	209,038	270,038	329,068	2.2%
Helicopter Movements	12,740	10,074	11,902	13,278	1.3%
Total Aircraft Movements	269,544	219,112	282,799	342,346	2.1%



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Safeguarding Airport Operations



Windshear and Turbulence



Wildlife Strike



Lighting at the Airport and Surrounding Areas



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Safeguarding Airport Operations



Protected Airspace - OLS

Protected Airspace –
PANS-OPS

Public Safety Areas



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Aircraft Noise Forecast



AIP Auckland		21 MAR 2020	ENC 4009 - 3
NOISE ABATEMENT PROCEDURES			
1. Critical training is permitted only during the following:			
a. MON-FRI 0700-1300 UTC (0400-0300-1300 UTC) - 0700-2000 Local.			
b. SAT 1100-1130 UTC (0800-1000-1030 UTC) - 0700-2100 Local.			
c. Scheduled day - No critical training.			
d. Christmas Day - No critical training.			
e. ANZAC Day - 0900-1300 UTC - 0800-2000 Local.			
f. Outside of the above, critical training is not permitted.			
2. Critical Training Operations are:			
a. RWY 03L - Left Hand GDS.			
b. RWY 03R - Right Hand GDS.			

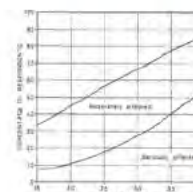


Fly Neighbourly Program

Operating procedures

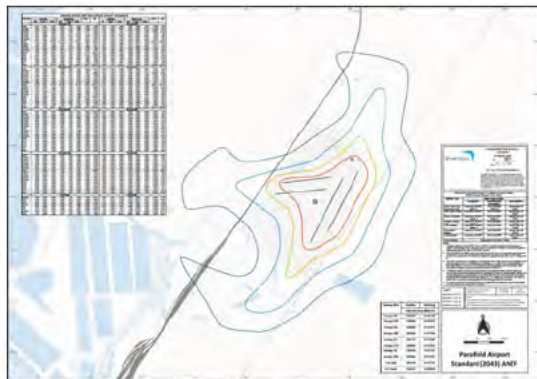
When safe to do so and/or under direction of Air Traffic Control, aircraft operations are to:

- Climb to operating heights as soon as possible
- Maintain operating height
- Reduce engine power as soon as possible
- Follow the recommended flight profile
- Avoid residential areas if and where practicable
- Descend by wide circles - keep as narrow as possible
- Use low-level descent approaches from the training area to reduce noise.



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Australian Noise Exposure Forecast

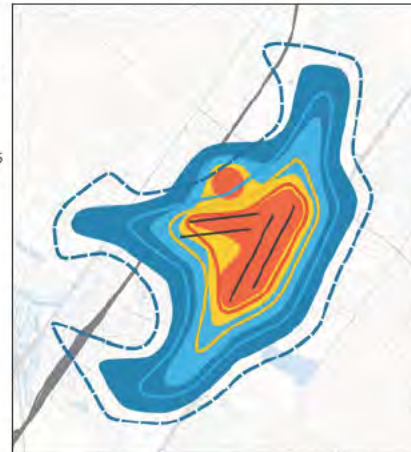


2043 ANEF

- ANEC 20
- ANEC 25
- ANEC 30
- ANEC 35

2022 ANEI

- ANEC 20-25
- ANEC 25-30
- ANEC 30-35
- ANEC 35+



$$ANEF_{ij} = EPNdB_{ij} + 10 \log_{10} (N_{Dij} + 4N_{Nij}) - 88$$

$EPNdB_{ij}$ = noise level of aircraft type i on flight path j

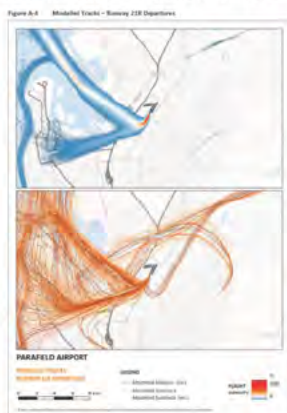
Technically endorsed by Airservices Australia – 14 December 2023



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Communicating Aircraft Noise Exposure

Flight Paths and Flight Corridors



Runway 21 Departures



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Communicating Aircraft Noise Exposure

Noise Above Contours

- 100 average daily events above 60 decibels (N60=100)
- 200 average daily events above 60 decibels (N60=200)
- 100 average daily events above 70 decibels (N70=100)



2022 N-Above Contours



2043 N-Above Contours



Parafield Airport

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Consultation

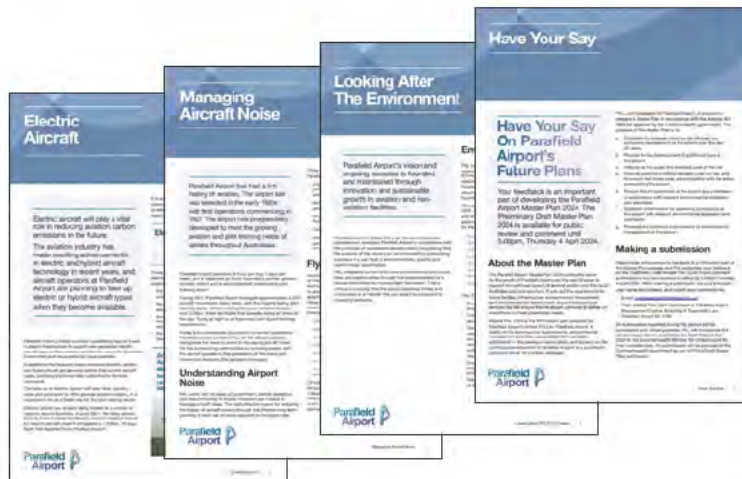
- The Preliminary Draft is available for public review and comment until **5pm Thursday 4 April 2024**.
- View a copy at:
 - www.parafieldairport.com.au/masterplan
 - PAL Management Centre - 18 Tigermoth Lane, Parafield Airport
 - City of Salisbury Hub - 34 Church Street, Salisbury
- Open Days:
 - 7 February 2024 – 1:30pm – 4:30pm - PAL Management Centre
 - 29 February 2024 – 4:00pm – 7:00pm - City of Salisbury Hub
 - 6 March 2024 – 1:30pm – 4:30pm - PAL Management
- Make a submission:
 - Online – palmasterplan2024@aal.com.au
 - Post – PAL Management Centre, 18 Tigermoth Lane, Parafield Airport
- All submissions provided to the Commonwealth (with issues considered by PAL prior to lodgment with Minister).



Parafield Airport

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Consultation



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Summary

- Evolution of the 2017 Master Plan
- Doubling of employment
- Doubling of GSP contribution
- Enterprise Precinct - 82 ha development
- Commercial precinct completion
- 2.1% aviation movement growth
- Electric / Hybrid technology development



103 individual businesses



433 hectare site



Employment:

- Direct jobs - 1,249 FTEs.
- Induced jobs - 1,321



Added to SA state economy in 2022

- Airport Economic Activity – \$354.8 million
- Gross State Product – 0.3%



219,000 aircraft movements in 2022



4 runways



40% carbon emission reduction in 2022

* Airports Carbon Accreditation for airport operations

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6B



Pre Consultation Log

C

Pre Consultation

The pre-consultation table contains the following abbreviations:

AACC	Parafield Airport Consultative Committee
AAL	Adelaide Airport Limited
ABC	Airport Building Controller
AEO	Airport Environment Officer
AEDT	Aviation Environmental Design Tool
AGD	State Attorney Generals Department
ANEF	Australian Noise Exposure Forecast
CASA	Civil Aviation Safety Authority
DCCEEW	Commonwealth Department of Climate Change, Energy, the Environment and Water
DEW	State Department for Environment and Water
DITRDCA	Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts
DIT	State Department for Infrastructure and Transport
DTI	State Department for Trade and Investment
FTA	Flight Training Adelaide
GARP	Greater Adelaide Regional Plan
INM	Integrated Noise Model
NDB	Non Directional Beacon
P&DC	Planning and Design Code (SA)
PACC	Parafield Airport Consultative Committee
PAL	Parafield Airport Limited
PAMP	Parafield Airport Master Plan 2024
PCF	Adelaide and Parafield Airports Planning Coordination Forum
PLUS	Planning and Land Use Services
SAFC	South Australian Freight Council
SAPOL	South Australia Police
SATC	South Australia Tourism Commissions
SRHS	State Rescue Helicopter Service
TFI	Tourism Futures International
TWG	Parafield Airport Technical Working Group
UoSA	University of South Australia

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
9/08/2022	Forum - PCF: Representatives from PAL, DITRDCA, Airservices, CASA*, DIT, AGD*, City of Adelaide, City of Holdfast Bay, City of Salisbury*, City of Charles Sturt, City of West Torrens, s 47F (independent chair AACC/PACC/TWG)* * Apology. Meeting notes received	Forum	Parafield Airport Master Plan introduction: Forum members advised that the next Parafield Airport Master Plan is due to be submitted to the Commonwealth Minister by 18 June 2024 after an extension of time was granted due to the Covid-19 pandemic impact. PAL is currently finalising the Master plan program which will be closely followed by the commencement of the technical studies. PAL will be reaching out shortly to commence engagement as we start the process. This will added as an ongoing agenda item.	Nil
18/08/2022	Forum - PACC: Representatives from PAL, DITRDCA, Airservices, FTA, City of Salisbury, City of Tea Tree Gully, Office of John Fulbrook, Office of Zoe Bettison, s 47F (independent chair)	Forum	Parafield Airport Master Plan introduction: Forum members advised that the next Parafield Airport Master Plan is due to be submitted to the Commonwealth Minister by 18 June 2024 after an extension of time was granted due to the Covid-19 pandemic impact. PAL is currently finalising the Master plan program which will be closely followed by the commencement of the technical studies. PAL will be reaching out shortly to commence engagement as we start the process.	Nil
18/08/2022	Forum - AACC: Representatives from PAL, DITRDCA, Airservices, DIT, City of Adelaide, City of West Torrens, City of Holdfast Bay, Member for Colton, Office of Steve Georganas, South Road Inner West Action Group, Netley Residents Association, SAFC, Babcock Mission Critical Services Australasia Pty Ltd, SRHS, SAPOL, s 47F (independent chair)	Forum	Parafield Airport Master Plan introduction: Forum members advised that the next Parafield Airport Master Plan is due to be submitted to the Commonwealth Minister by 18 June 2024 after an extension of time was granted due to the Covid-19 pandemic impact. PAL is currently finalising the Master plan program which will be closely followed by the commencement of the technical studies. PAL will be reaching out shortly to commence engagement as we start the process.	Nil
19/09/2022	DITRDCA - Nik Wahi, David McMahon, Phil McClure PAL - s 47F s 47F	Meeting	Parafield Airport Master Plan preliminary discussion: Advised the commencement of preparing the Master Plan. Provided presentation including program, summary of issues raised from 2017 Master Plan and Consultation Engagement.	Nil
8/11/2022	Forum - PCF: Representatives from PAL, DITRDCA, Airservices, CASA*, DIT, AGD*, City of Adelaide, City of Holdfast Bay, City of Salisbury, City of Charles Sturt, City of West Torrens * Apology. Meeting notes received	Forum	Advised that the next Parafield Airport Master Plan is due by 18 June 2024. Internal planning meetings continue on a regular basis and the commencement of the technical studies have recently commenced including the Economic Assessment, Aviation Forecasts, Aviation Development, ANEF - Australian Noise Exposure Forecast and the Environment Strategy. A meeting with the Commonwealth Department took place on 19 September 2022 outlining timelines and the areas of focus. The team will be reaching out shortly to commence engagement as we start this process.	Nil

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
8/11/2022	Forum - AACC: Representatives from PAL, DITRDCA, Airservices, DIT, City of Adelaide, City of West Torrens, Member for Colton, Member for Badcoe, South Road Inner West Action Group, Netley Residents Association, North Adelaide Residents Society, Holdfast Bay Residents Alliance, SAFC, s 47F (independent chair)	Forum	Parafield Airport Master Plan preliminary discussion: s 47F (EGM Planning & Infrastructure) provided an overview of the Master Plan including program, summary of issues raised from 2017 Master Plan, process for developing the Master Plan.	Nil
9/11/2022	Forum - TWG: Representatives from PAL, s 47F (independent chair), Airservices, FTA, DITRDCA,	Forum	Parafield Airport Master Plan preliminary discussion: s 47F (EGM Planning & Infrastructure) provided an overview of the Master Plan including program, summary of issues raised from 2017 Master Plan, process for developing the Master Plan and consultation / engagement.	Nil
9/11/2022	Forum - PACC: Representatives from PAL, DITRDCA, Airservices, FTA, DIT, City of Tea Tree Gully, Office of John Fulbrook, Office of Zoe Bettison, UoSA, s 47F (independent chair)	Forum	Parafield Airport Master Plan preliminary discussion: s 47F (EGM Planning & Infrastructure) provided an overview of the Master Plan including program, summary of issues raised from 2017 Master Plan, process for developing the Master Plan and consultation / engagement.	Nil
28/11/2022	Parafield Airport Tenants	Survey	Economic Assessment Survey sent via Hudson Howell who are producing the Economic Assessment for the Master Plan.	Nil

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
15/12/2022 and 16/12/2022	Master Plan 2024 stakeholder information letter: Minister for Infrastructure, Transport, Regional Development and Local Government - The Hon Catherine King MP DITRDCA - Phil McClure - Assistant Secretary, Airports Branch Minister for Infrastructure and Transport - South Australia - The Hon. Tom Koutsantonis MP Minister for Planning, Housing and Urban Development - The Hon. Nick Champion MP DIT - § 47F - Chief Executive DTI (PLUS) - § 47F - Chief Executive Federal Member for Makin - Tony Zappia MP Federal Member for Spence - Matt Burnell MP Member for Florey - Michael Brown MP South Australian Minister for Education, Training & Skills / Member for Wright - Blair Boyer MP Minister for Tourism & Multicultural Affairs / Member for Ramsay - Zoe Bettison MP Member for Playford - John Fulbrook MP DCCEEW - Kylie Parker City of Salisbury - Mayor Gillian Aldridge City of Salisbury - § 47F - CEO City of Salisbury - § 47F - Senior Policy Planner City of Playford - Mayor Glenn Docherty City of Playford - § 47F - CEO City of Port Adelaide Enfield - Mayor § 47F City of Port Adelaide Enfield - § 47F - CEO City of Tea Tree Gully - Mayor § 47F City of Tea Tree Gully - § 47F - CEO CASA - § 47F Airservices - § 47F - CEO, § 47F AEO - § 47F Commercial Precinct Lessees / Tenants Business Precinct Lessess / Tenants.	Letter via email	Advice that the next Parafield Airport Master Plan process has commenced and will be lodged with the Federal Minister by 18 June 2024 including: - The 2024 Master Plan will outline Parafield Airport's development over the next eight years and provide a strategic vision for the next 20 years. It will include a Development Program, Environment Strategy and Ground Transport Plan. The new Master Plan will also include an update of aviation forecasts and aircraft noise exposure - Formal consultation will be undertaken during mid to late 2023, however we are encouraging informal feedback and engagement from key stakeholders prior to this time and seek any initial thinking on the challenges and opportunities believed important to the future planning of Parafield Airport. An established dedicated Master Plan email address - palmasterplan2024@aal.com.au has been set up. - PAL will be in contact 2023 to formally seek views but appreciate any items for our consideration in the interim - PAL will continue to keep stakeholders updated as the process progresses.	Nil

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
2/02/2023	City of Salisbury (CoS) Infrastructure meeting: s 47F (CoS) s 47F (CoS) s 47F (PAL) s 47F (Tonkin, PAL consultant)	Meeting	Introduction to Master Plan reiterating information in 15/16 Dec letters. Master Plan linked to precinct planning work which is currently being undertaken and initial feedback, opportunities, constraints sought and received for precinct planning, ground transport, stormwater related infrastructure. Focus on coordination of stormwater modelling being undertaken by CoS and PAL, and the option to pipe an existing CoS open channel drain located within the Commercial Precinct. Initial feedback from CoS: • Consideration of a shared use path to create/close loop around airport • Pedestrian connectivity to vernal pool area • Opportunity for landscaping/trees raised. • Opportunity for cool pavements raised • Agreement to work together to contribute/share information for flood modelling. • Preference for stormwater to discharge direct to CoS drains due to downstream location within catchment. Water quality still important. Opportunity to work with CoS to harvest water from Enterprise Precinct development.	Nil

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
2/02/2023	Meeting between Airservices and PAL: s 47F (Airservices) s 47F (Airservices) s 47F (Airservices) s 47F (Airservices) s 47F (Airservices) s 47F Airservices) s 47F (Airbiz) s 47F (PAL) s 47F (PAL)	Meeting	Discussion with Airservices to constraints and opportunities associated with the NDB and Helicopter operations. Queries and responses provided below. <u>NDB:</u> - How the NDB at Parafield is utilised (who, how frequently). - The NDB is not used very much, if at all with data suggesting that there have been no NDB approaches to Parafield in recent times. - Any Airservices plans or programs to replace the NDB with an alternate aid or decommission the NDB. - The NDB forms part of the Airservices back up navigation network, however there is a program to decommission all NDB's over the next 10-years. Any decommissioning of the NDB would necessitate a safety case and engagement with stakeholders. <u>Helicopter Operations:</u> - How helicopter operations are facilitated - Airservices commented that additional helicopter pads would be of benefit. - The use of the west and east helipads - Pad west is most heavily used and pad east is rarely used. - The impact of wind direction on operations and areas that helicopters operate on airport - When operating on runways 21/03 - helicopters depart, arrive and utilise pad west for independent operations. Operations may also occur on the southern grass and the mid-point of runways 26/08. When operating on runways 26/08 helicopters utilise the runways for departure and arrival and operate independently on the southern grass. - Any specific helicopter operational characteristic 3 helicopters can be accommodated in the circuit with independent, simultaneous operations when operating on pad west and 2 helicopters when operating from runways 26/08.	Nil

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
21/02/2023	Forum - PCF: Representatives from PAL, DITRDCA*, Airservices, CASA, DIT, DTI, AGD*, City of Adelaide, City of Holdfast Bay, City of Salisbury, City of Charles Sturt, City of West Torrens * Apology. Meeting notes received	Forum	PAL representatives provided a presentation on the progress of works to prepare the Exposure Draft PAMP 2024, following the forum. This included an overview of actions and investigations undertaken to date and key topics contained in the Master Plan as follows: • Approach to Master Planning, including airport Vision • Summary of the legislative Master Plan requirements contained in the Act • Overview on what is involved in preparing a Master Plan • PAL's principles that are guiding the Master Plan preparation • Program update • Aviation Forecasts Summary - parameters, process and indicative forecasts • Economic and Employment Assessment Summary • Aviation Development Summary • Ground Transport and Services Infrastructure investigations summary • Future Land Use Plan summary - Airport safeguarding summary, including recognition of Guideline I • ANEF Summary - noise management framework overview, ANEF development process, assumptions, forecast horizon • Environment Strategy overview • Summary of the current and future consultation and engagement processes and overview of opportunities for input from stakeholders and the community.	Nil
23/02/2023	Northern Business Breakfast (NBB) Attended by representatives of PAL, Northern Suburbs businesses.	Networking event	NBB is a partnership between the Rotary Club of Salisbury and the Rotary Club of Elizabeth providing monthly networking events for business owners and operators in the Northern Suburbs. NBB held their February 2023 networking event in the Parafield Heritage Centre building. § 47F (Manager, Parafield Airport), § 47F (Senior Property Development Manager) addressed the attendees providing an update on Parafield Airport Master Plan.	Nil

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
23/02/2023	Forum - TWG: Representatives from PAL, s 47F (independent chair), TFI, Airservices, FTA, UoSA DITRDCA,	Forum	s 47F (Urban Planner - PAL), s 47F (Head of Airport Planning - PAL), s 47F (Environment and Community Manager - PAL) & s 47F (TFI) presented on the progress of the Master Plan and key findings from investigations undertaken in support of the Master Plan preparation including: • Approach to Master Planning, including airport Vision • Summary of the legislative Master Plan requirements contained in the Act • Overview on what's involved in preparing a Master Plan • PAL's principles that are guiding the Master Plan preparation • Program update • Aviation Forecasts Summary - parameters, process and indicative forecasts • Economic and Employment Assessment Summary • Aviation Development Summary • Ground Transport and Services Infrastructure investigations summary • Future Land Use Plan summary • Airport safeguarding summary, including recognition of Guideline I • ANEF Summary - noise management framework overview, ANEF development process, assumptions, forecast horizon • Environment Strategy overview • Summary of the current and future consultation and engagement processes and overview of opportunities for input from stakeholders and the community	Nil
23/02/2023	Forum - PACC: Representatives from PAL, DITRDCA, Airservices, FTA, UoSA, s 47F (independent chair), Office of John Fulbrook	Forum	s 47F (Head of Airport Planning - PAL) presented on the progress of the Master Plan and key findings from investigations undertaken in support of the Master Plan preparation including: • Approach to Planning • Master Plan Requirements • Program • Consultation	Nil

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/RESPONSE
23/02/2023	Forum - AACC: Representatives from PAL, DITRDCA, Airservices, DIT, City of Adelaide, City of West Torrens, Member for Colton, Member for Badcoe, South Road Inner West Action Group, Netley Residents Association, North Adelaide Residents Society, Holdfast Bay Residents Alliance, SAFC, s 47F (independent chair)	Forum	s 47F (EGM Planning and Infrastructure, PAL) presented on the progress of the Master Plan and key findings from investigations undertaken in support of the Master Plan preparation including: • Approach to Planning • Master Plan Requirements • Program • Consultation	Nil
16/03/2023	Ground Transport meeting with DIT: s 47F (DIT) s 47F (DIT) s 47F (PAL) s 47F (MFY)	Meeting	Initial ground transport consultation with DIT to introduce PAMP, program, Ground Transport approach and guiding principles and share preliminary work on: • Forecast volumes on external roads • Enterprise Precinct existing access • Airport Business Precinct existing and proposed new access	• DIT to see if they have survey info on no. u-turns. • DIT will see if they have older concept for overpass. • PAL to share presentation. • PAL to provide details of forecasts arising from PAL development on external roads. Above was provided following the meeting.
9/05/2023	Forum - PCF: Representatives from PAL, DITRDCA, DIT, DTI, City of Adelaide, City of Holdfast Bay, City of Salisbury, City of Charles Sturt, City of West Torrens	Forum	Forum update • Technical inputs close to complete with the exception of the ANEF which can't be endorsed any earlier than 180 days from the Draft Master Plan submission. Draft ANEF currently being progresses. • Exposure Draft to be submitted to DITRDCA June 2023 • Ongoing consultation is occurring through engagement with PCF, TWG, PACC, Federal Department, State Agencies, Local Government and service providers • Consultation for ANEF with State and Local Government prior to technical endorsement and inclusion in the Preliminary Draft Master Plan. • Community and stakeholder engagement following issue of the Preliminary Draft Master Plan period, expected to take place Sept to Dec 2023. • Alison Cusack (City of Adelaide) is going through process of developing regional planning/domestic planning and the greater Adelaide Area and wanted to ensure that all relevant parties are involved in the consultation process. PAL confirmed keen to engage.	• A query was posed by s 47F (City of Salisbury) asking if the new ANEF contour mapping will be digital when released to enable COS to put on their website. • City of Salisbury identified some discrepancies on existing mapping. This was worked through with COS post-meeting. • ANEF has been provided to City of Salisbury.

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
23/05/2023	Forum - AACC: Representatives from PAL, Airservices, DIT, City of Adelaide, City of West Torrens, City of Charles Sturt, South Road Inner West Action Group, Netley Residents Association, SAFC, s 47F (independent chair), Qantas, Virgin Australia, DEW	Forum	The AACC received reports from the PCF, which included a summary overview of progress on the PAMP 2024.	Nil
25/05/2023	Forum - TWG: Representatives from PAL, s 47F (independent chair), Airservices, FTA, UoSA DITRDCA	Forum	s 47F (Urban Planner, PAL) & s 47F (EGM - Planning & Infrastructure, PAL) provided an update on the progress of key Master Plan chapters including: • Structure of the Master Plan • Aviation Forecasts and modelling • Aviation Development • Infrastructure (Ground and Services) • Aircraft Noise (ANEF) modelling approach • Consultation Approach	Nil
25/05/2023	Meeting between DITRDCA & PAL: s 47F (PAL) s 47F (PAL) s 47F (PAL) s 47F (PAL) s 22 (DITRDCA) s 22 (DITRDCA)	Meeting	PAL representatives provided a presentation on key elements of the MP and changes proposed in the 2024 PAMP in comparison to the 2017 MP including: • Structure of the Master Plan • Economic Assessment outcomes and impact of Parafield Airport on the GSP • Development Objectives • Aviation Forecasts and rationale • Land Use Plan and proposal to include a new Sensitive Development • Aviation Development • Infrastructure (Ground and Services) • Airport Safeguarding • Aircraft Noise and ANEF modelling approach and timing • Environment Strategy and re-identification of the Vernal Pools as a management area (previously Site of Environmental Significance) • Consultation approach	PAL to provide written correspondence to DITRDCA prior to Exposure Draft lodgement on proposed Sensitive Development PAL Environment Manager to discuss re-identification of the Vernal Pools as a Management Area. Above was closed out post meeting.

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
25/05/2023	Forum - PACC: Representatives from PAL, DITRDCA, Airservices, FTA, UoSA, s 47F (independent chair), City of Tea Tree Gully, Aircraft Noise Ombudsman, Airport Environment Officer (observer)	Forum	s 47F (EGM - Planning & Infrastructure, PAL) provided a verbal update on the progress of the Master Plan and intention to engage in 2023, including: • Structure of the Master Plan • Aviation Forecasts and modelling • Aviation Development • Infrastructure (Ground and Services) • Aircraft Noise (ANEF) modelling approach • Consultation Approach	Nil
31/05/2023	Meeting with DTI (Plan SA): s 47F (DTI) s 47F (DTI) s 47F (DTI) s 47F (PAL)	Meeting	s 47F (PAL - Urban Planner) presented on the progress of the Master Plan and key findings from investigations undertaken in support of the Master Plan including: • Approach to Master Planning, including airport Vision • Overview on what's involved in preparing a Master Plan • PAL's principles that are guiding the Master Plan preparation • Program update • Economic and Employment Assessment Summary • Aviation Forecasts Summary - parameters, process and forecasts • Land Use Plan and approach - including proposed Sensitive Development • Aviation Development Summary • Infrastructure Summary (Ground Transport and Services Infrastructure) • Aircraft Noise Summary - ANEF noise management framework overview, ANEF development process, assumptions, forecast horizon • Environment Strategy overview • Airport safeguarding summary • Summary of the current and future consultation and engagement processes	Nil
7/06/2023	Letter and Exposure Draft issued to DITRDCA	Email	Parafield Airport Master Plan 2024 - Exposure Draft issue. Request for review and comments.	Nil
14/06/2023	Letter and Exposure Draft issued to City of Salisbury, DTI (PLUS), SA DEW, DIT, SA EPA, FTA and SATC	Email	Parafield Airport Master Plan 2024 - Exposure Draft issue. Request for review and comments.	Nil

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
4/07/2023	Meeting with FTA: § 47F (FTA) § 47F (FTA) § 47F (PAL)	Meeting	No issues identified in broad master plan discussion	Nil
4/07/2023	§ 47F (Aero Service) § 47F (PAL)	Meeting	Master Plan discussion. He has been here 50 years and seen lots of change.	Nil
5/07/2023	§ 47F (Peregrine) § 47F (PAL)	Meeting	Master Plan discussion. Queried flight paths and why aircraft can't do bigger arcs and do circuits over industrial and salt pans and then come in. Queried why circuits are so tight and over residents.	A circuits briefing was provided to Philip via PAL.
5/07/2023	§ 47F (Adams Rest) § 47F (PAL)	Meeting	Master Plan discussion. Advised Main North Road is basically full. Advised PAL are looking at ground transport options on Kings Rd and Elder Smith Rd.	Nil
5/07/2023	Letter to DITRDCA	Letter via email	Parafield Airport Exposure Draft Master Plan 2024 comments received. Included review by Airservices, CASA, DCCEEW, ABC, AEO and Department's Airspace Protection and Airport Safeguarding Section (AP&AS) for assessment and comment. It was noted as DCCEEW has no statutory role in the assessment or approval of Airport Master Plans they have not commented.	- Comments reviewed and actioned per PAMP Exposure Draft Feedback and PAL Response (see Appendix D) - Master Plan Amendments updated into PAMP Preliminary Draft
7/07/2023	§ 47F (Helistar) § 47F (PAL)	Meeting	Master Plan discussion. Douglas noted that: - Diamond D42 are noisier aircraft. - Real opportunities with electric and vertical take-off and landing (VTOL) aircraft that PAL should be looking at. - Helistar has large orders in. - Amazing how quiet aircraft are getting. Quieter, electric and other aircraft will change future.	PAL have provided a section in the Master Plan (6.5.4 Electric Aircraft) detailing potential use of electric aircraft for Parafield Airport and statistics. No further action required.
7/07/2023	§ 47F (SA Ambulance) § 47F (PAL)	Meeting	Brief chat on Master Plan. § 47F advised they had participated in the survey for economic significance as part of the Master Plan.	Nil
11/07/2023	§ 47F (Farley Nominees) § 47F (PAL)	Meeting	Showed where next two development precincts are and discussed Master Plan.	Nil
12/07/2023	§ 47F (Fun Trading) § 47F (PAL)	Meeting	Discussed Master Plan developments on Elder Smith Road and Kings Road.	Nil

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13/07/2023	s 47F (Airborne Research South Australia) s 47F (PAL)	Meeting	Touched on Master Plan and limited growth in movement activity forecast next 20 years - essentially in line with previous plan.	Nil
13/07/2023	s 47F (Stark Aviation) s 47F (PAL)	Meeting	Brief chat on master plan and movement in line with previous forecasts and discussion re taxiways getting paved.	s 47F to investigate and get back to tenant. Nil required for Master Plan.
14/07/2023	s 47F (Northside Electrical) s 47F (PAL)	Meeting	Brief Master Plan overview.	Nil
14/07/2023	s 47F (Hartwig, Gulfstream) s 47F (PAL)	Meeting	Master Plan overview. Advised more hangars needed and they would like one. Runway not quite long enough for Hunter aircraft (ex military). Queried if runway will ever be extended.	s 47F will get back with information on hangars. Runway extension considered but not required in next 20 years.
18/07/2023	s 47F y (Mens Shed) s 47F (PAL)	Meeting	Brief Master Plan overview.	Nil
18/07/2023	Meeting with CASA	Email	CASA advised that it will need further time to provide its formal assessment letter regarding the Parafield Airport Exposure Draft MP until 27 July 2023, noting 'There will be no objections to the edMP or feedback which would change the draft to be used for public consultation'.	Nil
19/07/2023	s 47F (Aerotech) s 47F (PAL)	Meeting	Master Plan overview.	Nil
19/07/2023	s 47F (Air BP) s 47F (PAL)	Meeting	Brief Master Plan overview including rail works.	Nil
19/07/2023	Peter Smythe (Reevers) s 47F (PAL)	Meeting	PAL could look to relocate hangar to Western road for better access and build more. s 47F will investigate Master Plan for development near western road.	s 47F will investigate hangar and get back to tenant.
20/07/2023	Email from SATC s 47F n (Manager Cruise, Aviation & Access Destination Development)	Email	Parafield Airport Exposure Draft Master Plan 2024 comments received.	- Comments reviewed and actioned per PAMP Exposure Draft Feedback and PAL Response (see Appendix D) - Master Plan Amendments updated into PAMP Preliminary Draft

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21/07/2023	s 47F (Grille Tek) s 47F (PAL)	Meeting	No issues. Appreciated update on Master Plan and what happening around precinct.	Nil
21/07/2023	s 47F (SAATAS P/L) s 47F (PAL)	Meeting	Brief master plan overview	Nil required
21/07/2023	s 47F (Aerovallley Tech) s 47F (PAL)	Meeting	Advised Aerovallley require more facilities. There is a need of small GA and charter operations but no facilities.	PAL are investigating Hangar requirements. Master Plan in line with requirements.
25/07/2023	s 47F (Classic Fighter Jet Museum) s 47F (PAL)	Meeting	High level Master Plan / future of Parafield discussion. No issues raised.	Nil
25/07/2023	s 47F (Rocco Holdings) s 47F (PAL)	Meeting	High level Master Plan update with request to build more storage and hangar space.	s 47F noted and will get back with information. Master Plan in line with requirements.
26/07/2023	Meeting with Mayor Gillian Aldridge (City of Salisbury)	Meeting	High level Master Plan update. PAL thanked City of Salisbury for Exposure Draft comments. PAL will be formally coming back to council with next iteration which will include ANEF.	PAMP Preliminary Draft, including ANEF update, will be provided by PAL once ANEF endorsed.
27/07/2023	s 47F (Carbon Parafield) s 47F (PAL)	Meeting	High level Master Plan update.	Nil

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8/08/2023	Forum - PCF: Representatives from PAL, DITRDCA, DIT, DTI, Airservices, City of Adelaide, City of Holdfast Bay, City of Salisbury, City of Charles Sturt, City of West Torrens	Forum	Master Plan update provided to forum: - The Draft Master Plan must be submitted to the Commonwealth Minister by 18 June 2024. - PAL have provided the Parafield Airport Master Plan 'Exposure Draft' to key stakeholders for their review and comment and work to update and finalise the document in response to comments received. Once finalised this document will become the 'Preliminary Draft Master Plan' in readiness for the Public Consultation period. - Feedback to date has been generally positive with no major areas of concerns with comments focussed on Land Use, Environment Strategy, Ground Transport and Services. - Public consultation will take place over 60 business days with dates to be confirmed and to support the release, PAL will undertake the following activities during the consultation period. - Open days at Parafield Airport offices, City of Salisbury and potentially the District Outlet Centre. - Supporting information 'fact sheets' covering key matters such as aircraft noise management, safeguarding, land use, commercial development, and Environmental/ Sustainability. - Updated Parafield Airport community brochure. - Information on the Parafield Airport website. - Digital engagement through social media. - Briefings to key stakeholders and community groups - Copies of Master Plan 2024 made available in hard copy and electronic format. - Comments from the Public Consultation period will be considered and where appropriate will be included into the Draft Master Plan and once finalised will be submitted to the Commonwealth Minister along with the Supplementary Report which includes all supporting information i.e. Media, Public comments, consultation. - Australian Noise Exposure Forecast (ANEF) modelling for endorsement by Airservices continues and once finalised ANEF consultation will take place with key stakeholders.	Australian Noise Exposure Forecast (ANEF) modelling for endorsement by Airservices continues and once finalised ANEF consultation will take place with key stakeholders.

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9/08/2023	s 47F (Australian Air League) s 47F (PAL)	Meeting	Master Plan overview. Queried if District Outlet Centre expanding, what is happening with Engel land, what is happening on Elder Smith and aviation expansion to North West.	s 47F provided update. Nil re: Master Plan
15/08/2023	Grace Records Management s 47F (PAL)	Meeting	Brief Master Plan overview	Nil required.
17/08/2023	Forum - TWG: Representatives from PAL, s 47F (independent chair), Airservices, FTA, UoSA DITRDCA	Forum	PAL representatives provided a verbal update on the progress of PAMP 24, including details on: - Exposure draft consultation activities received from local, state and federal government stakeholders - The general theme of feedback received to the Exposure Draft PAMP - PALs progression of the ANEF modelling - including the peer review of assumptions and inputs to the model, changes observed in the initial model between 2037 ANEF and proposed 3042 ANEF, AEDT -v- INM modelling changes - The next steps regarding ANEF technical endorsement and the program for the progression of the next steps (Preliminary Draft MP consultation and lodgement)	Nil
17/08/2023	Forum - PACC: Representatives from PAL, DITRDCA, Airservices, s 47F (independent chair)	Forum	PAL representatives provided a verbal update on the progress of PAMP 24, including details on: - Exposure draft consultation activities received from with local, state and federal government stakeholders - The general theme of feedback received to the Exposure Draft PAMP - The steps taken by PAL to capture feedback and make updates to the Exposure Draft PAMP prior to release as the Preliminary Draft PAMP (e.g. Supplementary Report) - PALs progression of the ANEF modelling - including the peer review of assumptions and inputs to the model - The next steps regarding ANEF technical endorsement and the program for the progression of the next steps (PAMP consultation and lodgement).	Nil

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
17/08/2023	Forum - AACC: Representatives from PAL, DITRDCA, Airservices, DIT, City of Adelaide, City of West Torrens, City of Holdfast Bay, Office of Steve Georganas, South Road Inner West Action Group, Netley Residents Association, est Beach Neighbourhood Watch, SAFC, s 47F (independent chair), DEW, Airport Environment Officer	Forum	PCF meeting notes distributed to the committee including update on Master Plan as follows:- - The Draft Master Plan must be submitted to the Commonwealth Minister by 18 June 2024. - PAL have provided the Parafield Airport Master Plan 'Exposure Draft' to key stakeholders for their review and comment and work to update and finalise the document in response to comments received. Once finalised this document will become the 'Preliminary Draft Master Plan' in readiness for the Public Consultation period. - Feedback to date has been generally positive with no major areas of concerns with comments focussed on Land Use, Environment Strategy, Ground Transport and Services. Public consultation will take place over 60 business days with dates to be confirmed and to support the release, PAL will undertake the following activities during the consultation period: - Open days at Parafield Airport offices, City of Salisbury and potentially the District Outlet Centre - Supporting information 'fact sheets' covering key matters such as aircraft noise management, safeguarding, land use, commercial development, and Environmental/ Sustainability - Updated Parafield Airport community brochure - Information on the Parafield Airport website - Digital engagement through social media - Briefings to key stakeholders and community groups - Copies of Master Plan 2024 made available in hard copy and electronic format. - Comments from the Public Consultation period will be considered and where appropriate will be included into the Draft Master Plan and once finalized will be submitted to the Commonwealth Minister along with the Supplementary Report which includes all supporting information i.e. Media, Public comments, consultation. - Australian Noise Exposure Forecast (ANEF) modelling for endorsement by Airservices continues and once finalised ANEF consultation will take place with key stakeholders.	Nil

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
6/09/2023	Australian Airports Association - SA Division Meeting s 47F (PAL) s 47F (PAL) s 47F (PAL) s 47F (AAA) s 47F (AAA) s 47F (AAA) s 47F (Airservices) And other SA Division attendees including other SA airports.	Presentation	s 47F (Urban Planner - PAL) provided a Master Plan overview to the attendees which included: • Overview and history of Parafield • Why and what's involved in a Master Plan • PALs Development Objectives • Master Plan 24 Program overview and current stage • What has changed since 2017 • What PAL is planning to deliver through PAMP24 • Consultation overview.	Nil
28/09/2023	s 47F	Email	Could you please advise the dates/venues for Public Consultation meetings for the Parafield Airport Master Plan. Could you forward a copy of the draft Parafield Airport Master Plan via email please.	Email response via PA: H s 47F, Thank you for contacting Parafield Airport. We would like to inform that the Preliminary Draft Master Plan is to be released January 2024. It will be published on the Parafield Airport website. Dates for consultation meetings will be announced as part of the Master Plan release. Following consultation, the Master Plan is due with the Federal Minister mid-June 2024. Hope this is helpful.

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
13/10/2023	Ground Transport meeting with DIT: s 47F (DIT) s 47F (DIT) s 47F (PAL) s 47F (PAL) s 47F (MFY), traffic consultant	Meeting	Post Exposure Draft consultation with DIT to provide a recap of the Ground Transport approach and respond to any queries. Key topics discussed: • Previous modelling which formed the basis for comparison of forecast volumes and agreements in place for upgrades. • Enterprise Precinct existing access and the agreement in place between PAL and DIT for signalisation. • Proposed new access for Airport Business Precinct and coordination with DIT planning study for Kings Road Grade Separation. • Existing driver behaviours within Commercial Precinct.	PAL issued: • SIDRA information for proposed new intersection on Kings Road • Information related to trigger for signalisation of the Elder Smith Road intersection • Previous Aimsun model which was used as the basis for comparison of updated PAL traffic volumes • Agreement with DIT regarding signalisation of Elder Smith Road intersection • Details of further solutions to mitigate / deter unsafe movements at Kesters Road. DIT to follow up with project team on Kings Road Grade Separation project to enable coordination of PAL and DIT requirements for traffic movements and access impacted by the potential overpass.
18/10/2023	Meeting with City of Salisbury: s 47F (CoS) s 47F (PAL) s 47F (PAL)	Meeting	Presented the proposed 2043 ANEF for initial discussion. This initial meeting followed correspondence from PAL seeking a meeting to discuss the ANEF changes that have occurred between the proposed and the endorsed 2037 ANEF and to discuss the City of Salisbury's response to the Exposure Draft PAMP and the pending release of the Preliminary Draft PAMP 2024.	PAL and City of Salisbury to convene a formal meeting to discuss the ANEF and pending Preliminary Draft PAMP. Meeting held 20 November 2023.

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
24/10/2023	Michael Brown MP (Member for Florey) s 47F (PAL)	Meeting	MB specifically wanted to introduce himself and speak on mandating electric aircraft. MB advised he lives in Mawson Lakes and is only occasionally impacted by aircraft noise. When it does happen he does notice it – when they take off in his direction. He is hardly receiving noise complaint at the moment. TG discussed Master Plan timeframes: - Public release of preliminary draft Master Plan on 6 January 2024. Brief/summary to be provided prior to release. - Lodgement with Minister King by 18 June 2024. - ANEF endorsement by Airservices will dictate timing. MB indicated that in the last Master Plan attention was focussed on the maximum capacity of the airport and associated impacts. Suggested focus should be on what will happen in the future and how noise will be reduced. MB suggested PAL mandate electric aircraft. MB said he would have or could get the endorsement of both state and federal governments to support this proposal. TG advised PAL cannot mandate - this is a government power. Discussion on electric aircraft battery range, maintenance, technological advances, costs and constraints. MB suggested we do noise modelling to show the impact implementing electric aircraft on noise exposure. TG advised progressive electric aircraft take up was included in forecasting and referred to slide 10 which indicated 17% in 2031 and 69% in 2043. MB wanted to know impact of 100% electric aircraft. TG advised the traffic forecasts were in accord with the last Master Plan and referenced data. MB asked if this was a moderate forecast and TG advised it was a central case.	Ensure electric aircraft opportunities are identified in MP.
25/10/2023	Meeting with Airservices (Parafield Tower representatives): s 47F (PAL) s 47F (PAL) s 47F (Unit Tower Supervisor Parafield, Airservices) s 47F (Line Leader, Adelaide and Parafield, Airservices) s 47F (SoundIn), ANEF consultant	Meeting	Meeting to discuss the 2043 ANEF technical report, focused on confirming the source of information, flight paths and concept of operations/runway allocations and tracks used to inform the 2043 ANEF. It was noted that this meeting was an important step in the technical endorsement process. s 47F talked through and Airservices representatives confirmed the modelled tracks, the mode allocation and runway allocations/splits as a reasonable representation of operations now and for the ANEF period of 20 years.	s 47F provided Technical Endorsement Report and example letter PAL require to provide to Airservices Environment and Noise team Airservices to provide communications back to PAL/ SoundIn noting satisfaction of model inputs and assumptions.

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/RESPONSE
30/10/2023	Meeting with DTI: s 47F (PAL) s 47F (PAL) s 47F (DTI) s 47F (DTI)	Meeting	Meeting to discuss draft ANEF contours and assessment process. DTI queried timeframe and how often the ANEF is undertaken. PAL advised every 8 years with each MP. PAL advised we have focussed on standard ANEF of 20 years due to uncertainty of electric aircraft beyond the 20 years. ANEF doesn't model electric aircraft as no data available yet to input into model. PAL advised that Airservices reviews technically on behalf of Commonwealth. Consultation (and recognition of consultation) with State is required. DTI keen to know points of difference. E.g. Does ANEF have impact on land use in context of Greater Adelaide Regional Plan (GARP) with PAL showing difference charts. It was noted that ANEF takes effect when endorsed - expected Dec 2023. PAL to provide draft version now and advise estimate dates for approval. DTI to work through any potential tools in legislation which allows for updates without going through code and rezoning process. N70 contours: - Noted N70 contours are not statutory but more understandable by the public. - Example provided: In WA would pick up in land title searches and would highlight they were in a zone with aircraft noise etc, driven through State /Airport discussion. - DTI queried how this would work in SA? Would Airport lobby and suggest this map be used? Could it go in the GARP? PAL advised it would be through discussion with Registrar General (sits in s 47F's team) NASAG: - Which State department is responsible for NASAG? PAL believed DTI, but DTI not aware. - PAL advised that NASAG is made up of various representatives from planning departments in each State. There is now a commitment to uphold guidelines in each State. DTI not aware. - KM to follow up with Commonwealth department and advise. PSA: - AAL/PAL have had discussions with Planning during development of new Planning and Design Code, seeking input from State on way forward. Not progressed since. DTI confirmed PSA not in code and not on DTI agenda, but advised there are land restrictions based on ANEF contours.	Letter sent to DTI on 30/10/23 with a copy of the draft ANEF. PAL welcomed any further feedback on the draft ANEF (2043), ANEI (2022) or any other aspects of aircraft noise modelling discussed. PAL advised process for ANEF review and endorsement, Airservices considerations. PAL will notify DTI once endorsement is received and provide the relevant drawing file. PAL recommended that references to the ANEF within the Planning and Design Code be updated as soon as possible following technical endorsement.

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
			<i>Continued</i> - AAL/PAL suggested can send through info previously sent, but DTI advised not helpful. DTI would like AAL to look at where restricted developments may be required. Concern with resourcing and time within DTI. GARP: - AAL confirmed making a submission on draft GARP - Murray Bridge is seen as satellite city in future (+30 years). Looking to identify land should there be a third airport in future. - AAL advised of potential timing for 3rd runway at Adelaide Airport and that Adelaide Airport has significant capacity beyond 30 year timeframe. - DTI believe that 3rd runway would significantly impact density. KM advised that it's not always a density issue - can be upgrades to housing for noise. OLS: - DTI want a discussion on change to procedures in city. Advised that the State Minister is looking to contact Federal Minister to change OLS, given number of individual approvals that have occurred. - S 47F advised there are regulatory changes being reviewed currently at Commonwealth level. They relate to how we implement the OLS not the approval process.	
2/11/2023	Meeting with Airservices (Environment and Noise Team) s 47F (SoundIn) s 47F (PAL) s 47F (Airservices) s 47F (Airservices)	Meeting	Meeting to discuss the ANEF Technical Report, answer questions the Airservices technical team had on the ANEF report and general discussions around the ANEF preparation. It was noted that Evelyn is reviewing the ANEF and Mark is responsible for the technical endorsement. Discussion was held on the calibration of aircraft and user defined aircraft as well as the operating parameters used in the AEDT model. Discussion was held on track creations and assignment of aircraft and how the airspace is managed between high and low performance aircraft. Parties discussed ANEF engagement to date and pending and scheduled release of Preliminary Draft MP.	SoundIn to add commentary to Technical Report on calibration and tables in report. Andrew to send through TFI forecasts used to inform ANEF and comments on airfield capacity. Above actions closed post meeting.

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
7/11/2023	Forum - PCF: Representatives from PAL, DITRDCA, DIT, DTI*, CASA*, Airservices*, City of Adelaide, City of Holdfast Bay, City of Salisbury, City of Charles Sturt, City of West Torrens *Apology. Minutes received.	Forum	PAL provided an update to the forum: ANEF noise modelling has been completed and issued to Airservices for their review and subsequent endorsement (expected in December). Stakeholder engagement on the ANEF has commenced and PAL have consulted with the local Airservices tower team, DTI (PLUS), and an upcoming meeting has been arranged with City of Salisbury. The Preliminary Draft Master Plan is being prepared for public release early January 2024 and will take place over 60 business days. To support the release, PAL is working towards undertaking the following activities during the consultation period: • Open days at Parafield Airport offices, City of Salisbury and potentially the District Outlet Centre, • Supporting information 'fact sheets' covering key matters such as aircraft noise management, safeguarding, land use, commercial development, and Environmental/ Sustainability, • Updated Parafield Airport community brochure, • Information on the Parafield Airport website, • Digital engagement through social media, • Briefings to key stakeholders and community groups as requested, • Copies of Master Plan 2024 made available in hard copy and electronic format. An invitation for parties interested to stay on after the meeting to review the draft ANEF, ANEI and N-aboves contours was offered, however all interested parties had been or were going to be consulted at separate meetings. The Draft Master Plan must be submitted to the Commonwealth Minister by 18 June 2024.	Nil
9/11/2023	Forum - AACC: Representatives from PAL, DITRDCA, Airservices, DIT, City of Adelaide, City of West Torrens, City of Charles Sturt, South Road Inner West Action Group, Netley Residents Association, West Beach Neighbourhood Watch, SAFC, ^{S 47F} (independent chair), Qantas, DEW, Aircraft Noise Ombudsman, Office of Steve Georganas	Forum	The Forum members were advised: The Parafield Airport Preliminary Draft Master Plan is being prepared for public release early January 2024 and will take place over 60 business days. To support the release, Parafield Airport is working towards undertaking a number of activities during the consultation period.	Nil

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
9/11/2023	Forum - PACC: Representatives from PAL, DITRDCA, Airservices, FTA, UoSA, s 47F (independent chair), City of Salisbury	Forum	The Committee was advised: The Preliminary Draft Master Plan is being prepared for public release early January 2024 and will take place over 60 business days. To support the release, Parafield Airport is working towards undertaking a number of consultation activities during the consultation period.	Nil
9/11/2023	Forum - TWG: Representatives from PAL, s 47F (independent chair), Airservices, FTA, UoSA DITRDCA	Forum	s 47F of PAL provided a presentation to the TWG on the Parafield ANEF including: • PAMP program update • ANEF modelling approach and use of AEDT tool • Noise modelling inputs • Key inputs to PAMP ANEF and technical report - forecasts, fleet composition and movements, runway and mode allocations, flight paths and circuit assumptions • Presentation of the draft 2043 ANEF • Comparison between 2037 and 2043 ANEF • 2022 ANEI / 2022 ANEI comparison with 2043 ANEF • N-Above contours • Consultation update - undertaken to date and that pending. Questions were asked on the number of houses in and out of the 20 and above contour - it was noted that this calculation was being finalised and would be confirmed shortly.	PAL to discuss ANEF and Exposure Draft PAMP comments and Preliminary Draft PAMP with DITRDCA in next 2 weeks.
20/11/2023	Meeting with City of Salisbury: s 47F (PAL) s 47F (PAL) s 47F (PAL) Mayor Gillian Aldridge (CoS) s 47F - CEO (CoS) s 47F - GM City Development (CoS) s 47F (CoS) s 47F (CoS) s 47F (CoS) s 47F (CoS) s 47F (CoS) s 47F (CoS)	Meeting	s 47F provided a presentation with an overview of the PAMP 2024, including what/why PAL undertake a Master Plan. • PAMP 2024 program overview and intended consultation dates - the noise modelling approach taken for PAMP 2024, including an overview of the AEDT model itself and its connection to AS2021, ANEF time horizon, modelling inputs, technical elements relating to ANEF endorsement • Key inputs to the ANEF including, fleet composition and movements, flight paths (fixed and rotary), discussed the data basis used to prepare the ANEF (e.g.Noise and flight path monitoring system) • Consultation to date and pending consultation, including the intention to release the Preliminary Draft PAMP in January and the schedule of engagement activities	• Letter sent to CoS summarising key ANEF and ANEI inputs, reason for the change in the modelled ANEF contours, summary of the next steps. • PAL to provide a house count for the dwellings affected in the ANEF 20 contour and higher in the draft 2043 ANEF • PAL to confirm the assumed N-Above event duration

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			A copy of the following was presented for discussion: • Draft 2043 ANEF • Comparison between 2037 ANEF and 2043 ANEF • 2022 ANEI • Comparison between 2022 ANEI and draft 2043 ANEF • N-Above contours • Noise framework CoS queried: • Timing of the required updates to the P&D Code • The area affected by the 2043 ANEF and whether this included more or less houses - PAL confirmed that it would provide a house count • The uptake of electric aircraft, timing and barriers - PAL noted that operators expressed an intention to utilise electric aircraft, however timing was unknown. Barriers include technological advancements, price and availability. • The overall noise contour impact on the community - CoS queries sought to understand whether PAL undertake a review of the technical model to see if this is accurate given the impact on the community and whether anybody analyses the model. PAL confirmed that Airservices is the responsible party for issuing technical endorsement and analysis of the model is undertaken by Airservices. General discussion was held on the changes in the ANEF shape, particularly the addition of areas to the west within the ANEF 20 contour. CoS queried the duration of the N-Above event. - CoS commented that given the ANEF appearing in the Prelim Draft PAMP will be endorsed, there is little opportunity for comment. PAL noted that this approach is based on advice of the Department and provides a level of certainty to the community on what noise can be anticipated over the 20-year forecast period CoS noted that PAL could choose to constrain operations and limit capacity. - CoS asked whether PAL had engaged with local aboriginal groups around the vernal pools and aboriginal sites. PAL noted that it was in the process of preparing a Reconciliation Action Plan, however was keen to engage with first nations. CoS to provide a connection with local Elders.	• PAL welcomed any further feedback on the draft ANEF (2043), ANEI (2022) or any other aspects of aircraft noise modelling discussed in the meeting.



Exposure Draft Comments

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Pre Consultation Exposure Draft Comments

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
Department of Infrastructure, Transport, Regional Development, Communication and the Arts (DITRDCA)	Land use planning in aviation specific precincts should be as clear as possible and without envisaged developments that could introduce non-aviation related developments into the precinct. Table 7.2 on page 88 should remove: - Ancillary Development (unless defined as being aviation related); - Car parking; - Farming; - Rail transport terminal and rail lines; - Soil treatment facility; and - temporary uses and structures (unless directly related to aviation) .	7.3 Runway Precinct	Text updated - ref Master Plan amendment	Section 7.3 - Table 7.2 removed Land uses as follows: - Car parking; - Farming; - Rail transport terminal and rail lines; Table 7.3 - Amend as follows: - Soil treatment facility - retain as envisaged development within this Precinct and add clarifier that it must be in association with airport operations. This is to recognise that soil treatment may be required to address legacy contamination in association with previous aviation activities Section 7.3 - Table 7.2: - Ancillary Development - updated text to reference the need for connection to Envisaged Development - Temporary Uses and Structures - updated text to reference the need for connection to Envisaged Development.

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DITRDCA	It is noted that the precinct has two distinct areas - the Eastern portion for aviation related support and training and the Western portion for opportunities and development of freight, transport, retail and commercial offerings. It is further noted that the western portion's desired character should avoid impacting upon airport operations. In line with policy positions on the clear delineation of aviation related and commercial/enterprise/ industrial precincts, it is recommended that Table 7-3 be split into Western and Eastern tables. The Eastern table, as per the recommendation above, should be as clear as possible and without envisaged developments that could introduce non-aviation related developments into the precinct.	7.4 Airport Business Precinct	Text and figure to be updated	Section 7.4 - updated to create dedicated Policy Areas across Precinct with accompanying figure (new Figure 7.4). Table 7.3: updated to split this table into 3 policy areas and corresponding land uses per advice (aviation related activities, business & flight training accommodation) Table 7.3 - Envisaged uses contained in new Table 7-3 updated to divide precinct into 3 policy areas. Removed many of the non-aviation related land uses within dedicated aviation related activities policy area. It is noted that a number of non-aviation land uses have been retained as these are either present, proposed or considered to provide a support role to the aviation land uses. Inserted additional land uses across the corresponding Business and Flight Training Accommodation Policy Areas. Corresponding Updates - Inserted new Policy Area diagram (Figure 7.4).
DITRDCA	Terms such as temporary uses and structures and Ancillary Developments should only be used if it relates directly to envisaged developments, for example, Temporary uses and structures where in association with an envisaged development listed for the Airports Business Precinct.	7. Land Use Plan - Precinct Development Tables	Text updated	Clarification included in all tables to reference connection to Envisaged Land Uses.
DITRDCA	Please identify Tertiary Education in the table as a Sensitive Development.	Table 7.6	Text updated	Table updated to include Tertiary Education as Sensitive Development.

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DITRDCA	Please change the final sentence to reflect that if a decision was made to proceed with a sensitive development, Parafield Airport must apply to the Minister, outlining the exceptional circumstances as per section 89A of the Airports Act 1996, and seek approval to prepare a draft Major Development Plan.	10.7 Sensitive Development	Text updated	7.10 - Final sentence changed to reflect that if a decision was made to proceed with a sensitive development, Parafield Airport must apply to the Minister, outlining the exceptional circumstances as per section 89A of the Airports Act 1996, and seek approval to prepare a draft Major Development Plan.
DITRDCA	Figures, tables and graphs should be referenced to show where the data has come from	General comment	Figures, tables and graphs source referenced	Figures, tables and graphs source referenced
DITRDCA	A paragraph should be included on the use of N contours in the assessment of aircraft noise similar to the final paragraph under 13.4 on page 175.	Executive Summary - Page 16	Text updated	Executive Summary (Managing Aircraft Noise) updated to include paragraph on the use of N contours in the assessment of aircraft noise.
DITRDCA	Please define "Special industry".	Table 7.3 and 7.6	Special industry is a defined term under the SA Planning and Design Code. Reference to the use of definitions contained in this State document is made in Section 7.9. Notwithstanding, Special Industry has been defined in the glossary to avoid confusion.	Glossary updated to include Special Industry
DITRDCA	Building works/Permits and Demolition Authorisations, including any Stage 1 permits should also be in the right hand column under Building Activity/Works & Approvals.	Figure 7.9 (ABC)	Text updated	Building works/Permits and Demolition Authorisations, including any Stage 1 permits added to the right hand column under Building Activity/Works & Approvals.
DITRDCA	Please confirm that the inclusion of PAL in the issue of Building/Works Permits and Demolition Authorisations is related to PAL issued Airport Lessee Consent?	Figure 7.9 (ABC)	Confirmed - the inclusion of PAL in the issue of Building/Works Permits and Demolition Authorisations in relation to PAL issued Airport Lessee Consent.	No change
DITRDCA	Under the Construction Works in the right hand column, retain any subsequent staged permits issued by the ABC but do not include Stage 1 or other staged approvals that do not have a construction component.	Figure 7.9 (ABC)	Stage 1 or other staged approvals that do not have a construction component are not listed for construction works.	No change
DITRDCA	Under Construction Works in the right hand column include site inspections as required by ABC, AEO or Airport Environment Manager.	Figure 7.9 (ABC)	Text updated	Under Construction Works (right hand column) included site inspections as required by ABC, AEO or Airport Environment Manager.

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
DITRDCA	Under Construction Works in the right hand column, after the staged approvals above, include Certificate of Occupancy/Certificate of Compliance for Use or Certificate of Use and remove the term Fitness.	Figure 7.9 (ABC)	Text updated	Updated wording under Construction Works (right hand column), included Certificate of Occupancy/Certificate of Compliance for Use or Certificate of Use and removed the term Fitness.
DITRDCA	Move Preparation of CEMP in the left hand column of Construction Works to right hand column of Building Activity/Works & Approvals.	Figure 7.9 (ABC)	Text updated	Inserted Preparation of CEMP under to right hand column of Building Activity/Works & Approvals. Removed reference from left hand column of Construction Works.
DITRDCA	PAL has delivered a number of significant environmental achievements. (to include 'a')	14.3 Key Activities (AEO)	Text updated	Text updated - 14.3 - 1st paragraph - delivered a number
DITRDCA	In dot point 5, it should be made clearer that AAL signed the \$50 million deal on behalf of Parafield as well.	14.3 Key Activities (AEO)	Text updated	In dot point 5, text amended to: In 2018, AAL signed a \$50 million seven-year Sustainability Performance Linked Loan with ANZ – the first of its kind in Australia – on behalf of Adelaide and Parafield airports. The loan incentivises AAL to further improve its performance against a set of environmental, social and governance criteria
DITRDCA	Are the benchmarking standards being looked at other industry standards, other airport standards or are there established benchmarks for measurement?	14.4 Sustainability (AEO)	Yes - PAL benchmarks across other industries, including other airports, through its ESG benchmarking processes	No change
DITRDCA	Please include Operation Environment Management Plan (OEMP) and Construction Environment Management Plan (CEMP) to the responsibilities of Airport tenants, aviation operators and major airport contractors.	Table 14.1(AEO)	Text updated	Text update to include Operational Environment Management Plan (OEMP) and Construction Environment Management Plan (CEMP) as responsibilities of airport tenants, aviation operators and major airport contractors.
DITRDCA	Please include Stormwater runoff management, maintenance and monitoring to the Airport Management Activities section.	Table 14.2 (AEO)	Text updated	Included Stormwater runoff management, maintenance and monitoring to the Airport Management Activities section.

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
DITRDCA	Please include the National Environmental Protection (Assessment of Site Contamination) Measure 1999 to the Principal documents in the Soil and Groundwater section.	Table 14.3 (AEO)	Table 14.3 only describes PAL's environmental management documentation (e.g. strategies, plans, guidelines).	No change
State Department for Environment and Water (DEW)	Consider an Acknowledgment of Country at the front end of the document, as is standard for most plans.	General - Introduction Chapter	Noted - Whilst Adelaide and Parafield Airports continue to work through a 'Welcome to Country Acknowledgement' we consider this a respectful and important inclusion as part of the Master Plan 2024	An Acknowledgment of Country has been added to the front of Master Plan document: Parafield Airport Limited acknowledges the Kurna People as the traditional owners and custodians of the land. We respect the spiritual relationship with Country that has developed over thousands of years, and the cultural heritage and beliefs that remain important to the Kurna People today.
DEW	It would be highly beneficial for Parafield Airport to consider greater use of recycled water for non-potable uses from the stormwater harvesting facility operated by the City of Salisbury (or from SA Water Bolivar Treatment Plant).	11.6.3 Recycled water	Section 11.6.3 notes that "Arrangements are possible, under partnership with the City of Salisbury and SA Water, for future airport developments to increase use of recycled water from the City of Salisbury Stormwater Harvesting Facility or from the SA Water Bolivar Treatment Plant." PAL is currently developing a separate plan for potable water and recycled water for existing and future development at the airport and is committed to the increased use of recycled water for non-potable uses.	No change
DEW	PAL could consider the use of rainwater tanks and other systems for storing water, which could be used for irrigation or other non-potable uses.	11.6.3 Recycled water	Agreed	Reference to rainwater tanks has been included.
DEW	The stormwater generated from the airport ultimately ends up in the Port River estuary, which has some important estuarine and marine ecosystems. The final Master Plan should clarify whether there are any gross pollutant traps on airport land installed to trap larger debris from entering the drains surrounding the airport.	11.8 Stormwater drainage	The PAL stormwater network includes grated drains that trap large debris to prevent it from entering the external drainage network.	Section 11.8 updated to include: Parafield Airport's stormwater infrastructure includes grated drains that trap large debris to prevent it from entering the external drainage network.

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DEW	The commitment to update flood modelling is commendable, however (if not already planned to do so), this should be done at a 'catchment scale' in consultation of other authorities (particularly the City of Salisbury), rather than just within the airport boundaries.	11.8 Stormwater drainage	Agreed. PAL has been consulting with City of Salisbury for relevant inputs (e.g. hydrographs) from their current model to ensure results models are coordinated and representing the larger catchment.	No change
DEW	It would be beneficial to provide linkages to the Dry Creek stormwater management plan (in development) and liaise with the City of Salisbury and other relevant councils to inform the PAL stormwater management plan, when produced. Other SMPs to the north and south of the airport may also be relevant to refer to.	11.8 Stormwater drainage	Noted. Section 11.8 notes that PAL will consult with relevant authorities through the preparation of the Stormwater Management Plan.	No change
DEW	It is understood that wetland retention/detention basins are not optimal due to increased wildlife and the potential for bird strikes but PAL should consider other forms of retention/detention systems such as underground tanks.	11.8 Stormwater drainage	Noted. Consideration will be given to all forms of retention/detention that are appropriate and do not increase risk to aviation operations, as part of PAL's Stormwater Management Plan.	No change
DEW	Water sensitive urban design (WSUD) and biologically sensitive urban design (BSUD) features can be retrofitted for existing developments on the PAL land and should also be considered for incorporation into future development. It is recommended that PAL refer to Water Sensitive SA (https://www.watersensitivesa.com) and the guidelines, policies and tools that are provided for government, industry and the community. Rain gardens, permeable pavements, bio-filters and gross pollutant traps are some options that can be incorporated into development, that have water quality treatment features.	11.8 Stormwater drainage	PAL's Stormwater Management Plan will detail water sensitive urban design measures and water quality measures which are to be achieved and these will feed into design guidelines referred to in Table 14-8. PAL agree that there are a multitude of options which can be incorporated into a development and will refer to Water Sensitive SA information for guidance.	No change
DEW	It is important to account for climate change impacts when considering stormwater and the impacts this may have on airport operations and the management of stormwater.	11.8 Stormwater drainage	The updated flood modelling to be undertaken (per Section 11.8) will account for climate change impacts. Section 11.8 notes that "The effects of climate change on stormwater runoff and the performance of drainage systems will also be assessed with consideration of sea level rise, catchment changes and increased rainfall patterns".	No change

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DEW	Refer to the Landscapes South Australia Act 2019 and the significance for the PAL area.	14.5.1 Legislative Requirements	As a leased federal airport, the Airports Act 1996 (Clth) and its subordinate regulations are the principal legislative instruments regulating the ownership, management and operation of Parafield Airport, including environmental management. State legislation will generally only apply for activities where Commonwealth legislation does not exist.	No change
DEW	Consider incorporating sediment management into either the stormwater management plan and/or the soil and groundwater plans.	Table 14-3 Environmental management documentation	Agreed. Consideration will be given to sediment in a future update of the Stormwater Quality Management and Improvement Plan.	Table 14-9 (Stormwater & Aquatic Ecology 8-year action plan) updated to include an action item to: Update Stormwater Quality Management and Improvement Plan to consider sediment management and ecological assessment and modelling of water sensitive urban design features.
DEW	It would be beneficial to undertake some water quality modelling using the MUSIC software to understand the impacts of stormwater quality from Parafield Airport and what improvements can be made if WSUD and BSUD features are incorporated into future development. Climate change impacts can also be modelled.	14.10 Stormwater and Aquatic Ecology	Agreed. Ecological assessment and modelling of water sensitive urban design will be considered in a future update of the Stormwater Quality Management and Improvement Plan.	Table 14-9 (Stormwater & Aquatic Ecology 8-year action plan) updated to include an action item to: Update Stormwater Quality Management and Improvement Plan to consider sediment management and ecological assessment and modelling of water sensitive urban design features.
DEW	The vernal pool in the Bennett and Enterprise Precincts are important water resource features which should be protected and maintained, especially from water quality and stormwater impacts from Parafield Airport.	14.15.1.1 / 14.15.2.1 Biodiversity and conservation	Noted. Section 14.15 states that a key objective for land and heritage management is for PAL to monitor and manage the ecological value of the vernal pools.	No change
DEW	It would be appropriate for the Master Plan to make reference to some of the key findings in the 'Vernal pools Management Plan' from 2012.	14.15.1.1 Biodiversity and Conservation	The key findings of the 2012 Vernal Pools Management Plan drew on information gathered from 2002 and have been superseded by an updated Management Plan (implemented in 2016) and recent ecological assessments of the airport. The ecological assessments of the airport completed in 2023 (referenced in Section 14.15.1.1) included a review of all historical ecological investigations to better inform PAL's understanding of the nature and condition of the vernal pools. Key findings of the ecological assessment are presented in Section 14.15.1.1	No change

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DEW	The Master Plan points out that there are no threatened ecological communities or species listed under the Environment Protection and Biodiversity Conservation Act 1999 present at the site. However, there are many regionally-listed and some State-listed threatened species present that should be considered in the sites management.	14.15.1.1 Biodiversity and Conservation	Noted. In accordance with the Airports (Environment Protection) Regulations 1997, PAL is responsible for ensuring that there are no adverse consequences for the local biota and the ecosystems and habitats of native species. The current management described in Section 14.15.2 applies to all flora located on airport, including State-listed and regionally significant species.	Section 14.15.1.1 updated to include: State-listed and regionally significant flora species have been identified on the airport site, including Wiry Dock (<i>rumex dumosus</i>), Barren Cane-grass (<i>eragrostis infecunda</i>) and Hoary Rush (<i>juncus Radula</i>). There are no State-listed fauna species present on the Parafield Airport site, with the broader airport environs providing a limited habitat for birds.
DEW	Suggest change sub-heading title to "Aboriginal Cultural Heritage", to be consistent with the Aboriginal Heritage Act 1988	14.15.1.2 Indigenous Cultural Heritage	Agreed	Updated heading to "14.15.1.2 Aboriginal Cultural Heritage"
DEW	Suggest changing "contemporary indigenous communities" to "Kurna People today" or similar. "Indigenous communities" may be seen as inappropriate as (a) Indigenous is not capitalised and (b) 'indigenous communities' is a term that speaks to flora and fauna (i.e. it is outdated).	14.15.1.2 Indigenous Cultural Heritage	Agreed	Updated first paragraph text to "Kurna People today"
DEW	Suggest change sub-heading title to "Aboriginal Cultural Heritage", to be consistent with the Aboriginal Heritage Act 1988.	14.15.2.3 Indigenous Cultural Heritage	Agreed	Updated heading to "14.15.2.3 Aboriginal Cultural Heritage"
DEW	Suggest changing "items", "artefacts" and "areas" to "sites, objects and remains" as defined under the Aboriginal Heritage Act 1988.	14.15.2.3 Indigenous Cultural Heritage	Agreed	Updated text to read "PAL requires CEMPs to include measures to minimise impacts arising from activities on sites, objects and remains items of cultural heritage significance."
DEW	Suggest changing "other first nations people" to "other First Nations Peoples". (Capitalisation also applies for 'Aboriginal' and 'Peoples', to acknowledge that Aboriginal Peoples are not one homogenous people.)	14.15.2.3 Indigenous Cultural Heritage	Agreed	Updated text to read "other First Nations Peoples."

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
DEW	Point 2. Suggest change "indigenous significance" to "Aboriginal significance". Point 2.a. Suggest change "indigenous communities" to "Aboriginal Communities" (if Indigenous is preferred, capitalise)."	Table Requirement under Regulation 5.02A: Contents of Draft or Final Master Plan - To be specified in Environment Strategy.	Agreed - however could not find reference to "indigenous communities" other than where already addressed under comment 31.	Updated text in 7th dot point under 14.5.1 to say "Aboriginal significance".
DEW	Point 2.d. Suggest change "indigenous" to "Aboriginal cultural heritage".	Table Requirement under Regulation 5.02B: Contents of Draft or Final Master Plan - To be specified in Environment Strategy.	Agreed - Indigenous to be changed to Aboriginal throughout text	Updated text under 14.5.1.1 from indigenous to "Aboriginal cultural heritage". Table 14-4 / Sustainability / Land and heritage to "Aboriginal artefact surveys."
South Australian Environment Protection Authority (EPA)	The EPA notes the ANEF model is currently under development and will be incorporated into the PAMP at a later date and prior to public consultation. The ANEF modelling will influence the spatial extent of the Aircraft Noise Exposure Overlay ('the Overlay') contained in the Planning and Design Code ('the P&D Code'). When presenting the ANEF model and the new 2043 ANEF contours, the PAMP should describe: • how the target year of 2043 was selected • any other options considered for the ANEF planning horizon, and • whether ultimate practical capacity was a consideration.	13.7.2 - Australian Noise Exposure Forecast (ANEF) Chapter 6 Aviation Forecasts	Section 13.6.2 (Noise Modelling - Methodology) identifies that the ANEF year of 2043 reflects the 20-year planning horizon of the new Master Plan. The 20-year ANEF was selected over an ultimate capacity ANEF due to consideration of the current operating constraints for aircraft training circuits. Section 6.5.3 (Aircraft Movement Forecasts) identifies that Class D airspace procedures were introduced at Parafield Airport in 2010 which reduced the number of aircraft permitted in the circuit path, and PAL is working with Airservices Australia to investigate the capacity constraints for training activities during peak periods. Given the current circuit constraints, an unconstrained ultimate theoretical capacity forecast is not practical. Aircraft operators at Parafield Airport have expressed a strong intention to take up electric or hybrid aircraft types when they become available due to the potential to reduce carbon-related emissions, aircraft noise and operating costs. It is assumed that the take-up of electric vehicles will be at a faster rate for the pilot training sector, relative to the other general aviation sectors. The uncertainty around timing for the introduction of electric aircraft also supports a 20 year horizon aligned with the Master Plan timeframe.	Section 13.6.2 (Noise Modelling - Methodology) updated to include: The 20-year ANEF was selected over a long-range or ultimate capacity ANEF due to consideration of the current operating constraints for aircraft training circuits (see Section 6.5.3) and forecasted movements of electric/hybrid aircraft increases (refer Section 6.5.4).

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EPA	Further, it is noted that the runway utilisation data at Table 13-5 is currently incomplete. The EPA expects this data will be informed by the 2043 ANEF modelling and incorporated into the PAMP prior to public consultation.	13.6.5 Runway Utilisation - Table 13.5 - Parafield Airport runway use comparison	Table 13.5 to be updated prior to public consultation.	Table 13.5 to be updated prior to public consultation.
EPA	Section 13.6.3 Flight Movements states “the noise modelling for Parafield Airport is based on the forecast for 2043 of 329,068 fixed wing movements and 13,278 helicopter movements”. The EPA notes the Adelaide Airport Master Plan 2019 (at section 6 Aviation Forecasts) describes aircraft movements by category (being passenger RPT, general aviation, helicopter, dedicated freight and military). The EPA considers it would be beneficial for the PAMP to describe current aircraft movements and forecasted 2043 movements at Parafield Airport in the same manner.	13.6.3 Flight Movements	Aircraft movements at Parafield Airport are dominated by pilot training operations. Movement information (including forecasts) has been categorized as either fixed wing aircraft or helicopters due to the differences in how these aircraft types operate. Aircraft movements related to Regular Public Transport (RPT), dedicated freight and military flights are not a common occurrence at Parafield Airport and would be 'zero' for each of these categories.	No change
EPA	The EPA suggests the PAMP also describe the maximum movement capacity of the airport, so it can be compared with the 2043 movement forecasts.	13.6.3 Flight Movements	See response to first EPA comment above	No change
EPA	The EPA understands that airport ground-based noise activities include aircraft ground running (i.e. engine testing), parked aircraft, ground vehicles, plant and equipment, and construction activities. The EPA notes the Ground Running Procedure ('GRP') was updated in 2020 to reflect community expectations for ground running times on weekends. The EPA suggests that the PAMP detail the nature of community expectations and what updates were made in response. The EPA notes that PAL monitors and enforces compliance of its ground running policies and procedures and supports this approach.	14.12 Ground based noise	Additional information about the current engine ground running times will be included.	Section 14.12.2 updated to include: Engine ground runs are currently permitted between 7am-6pm Monday to Friday, 8am-6pm on Saturdays, and 9am-6pm on Sundays and public holidays. Engine ground runs for safety critical maintenance or emergency services operations may occasionally occur outside of these hours.

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EPA	The EPA notes it is envisaged that “commercial development will continue across the airport to support businesses and provide economic stimulus to the State and region”. The EPA considers that impacts from proposed commercial, warehousing and industrial activities on airport land will contribute to the airport noise profile. As such, non-aviation development should be managed by incorporating attenuation measures at the design phase to limit off-site noise impacts, especially in the Enterprise Precinct which is located adjacent residential development.	14.12.2 Ground based noise - Current Management Non-aviation development.	Lease agreements require tenants to take all reasonable and practicable measures to minimise noise generated at their premises and all activities occurring on site must comply with the noise criteria specified in the Airports (Environment Protection) Regulations 1997 (Cth). For Development Applications, PAL generally completes a development application assessment report that includes design and operational considerations such as form of development, hours of operation, environmental noise, and amenity.	Section 14.12.2 updated to include: Lease agreements require tenants to take all reasonable and practicable measures to minimise noise generated at their premises. All activities occurring on site must comply with the noise criteria specified in the Airports (Environment Protection) Regulations 1997 (Cth).

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
EPA	The following comments do not directly relate to the preparation and finalisation of the PAMP, however it provides additional context that may influence sections of the PAMP that discuss the interrelationship with the South Australian planning system and the P&D Code. The EPA notes the current Overlay includes a deemed-to-satisfy ('DTS') criteria / designated performance feature ('DPF') that states "buildings accommodating sensitive receivers are not located within an area having an ANEF value or more". Other DTS/DPFs within the Overlay state that certain dwelling additions and land division should not be located within an area having an ANEF value of 30 or more. Australian Standard AS 2021:2015 Acoustics – Aircraft noise intrusion – Building siting and construction ('AS 2021:2015') was prepared to provide guidance about the siting and construction of buildings in the vicinity of airports to minimise aircraft noise intrusion. In order to minimise the potential for future occupants to experience adverse noise impacts arising from aircraft noise, AS 2021:2015 recommends dwellings located between the 20 and 25 ANEF contour should: • incorporate noise control features in their construction, and • achieve 50dB(A) in bedrooms and lounge rooms and 55dB(A) in other habitable spaces. The P&D Code Overlay, in particular the Overlay DTS/DPF, does not sufficiently reflect the expectations of AS 2021:2015. Since the introduction of the P&D Code, the EPA has provided feedback to the Department for Trade and Investment ('DTI') that the Overlay DTS/DPFs do not adequately protect dwellings from aircraft noise intrusion. The EPA suggests it is important that Parafield Airport Limited ('PAL') maintain a dialogue with DTI in relation to land use planning policy surrounding the airport and the P&D Code, especially in areas that are forecast to exceed the 20 ANEF contours up until 2043.	13.7.2 - Chapter 13 Aircraft Noise - ANEF modelling: Planning and Design Code Overlay	PAL will maintain a dialogue with DTI in relation to land use planning policy surrounding the airport and the P&D Code.	No change

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
EPA	The EPA notes the PAMP's key objectives to ensure developments and airport activities comply with relevant air quality regulations and to proactively assess and manage potential airport related air quality impacts on the local community. The EPA supports the air quality initiatives described in Table 14-12 (actually 14-13)	Table 14-13 Air Quality	EPA support of PAL's air quality initiatives is noted. Confirmed table is in correct order (14-12).	No change
EPA	The Airport Business Precinct, Commercial Precinct and Enterprise Precinct envisage a range of non-aviation related development opportunities. When assessing applications for development in these precincts, care should be taken to ensure a suitable interface between development and surrounding sensitive land uses. In particular, it is noted the Enterprise Precinct promotes a range of retail, commercial, industrial and warehousing/ logistics land uses and adjoins the Mawson Lakes residential area. There is a high potential for residents to be impacted by envisaged land uses within the Enterprise Precinct unless development is appropriately sited and designed and mitigation measures (if required) are implemented. It is the EPA's opinion that the Enterprise Precinct would benefit from additional assessment criteria setting expectations about the management of the interface between the precinct and surrounding areas.	Chapter 7 - Land Use Plan	Noted - PAL is conscious of the need to consider appropriate interface matters as part of its assessment processes. Reference is made within the Desired Outcomes to the need to consider potential interface conflict. Further, the Environment Strategy (Section 14.12) includes specific measures taken by PAL to manage the potential for interface conflict arising from ground based noise including the preparation of acoustic assessments for new development to assess the risk of unacceptable ground-based noise outputs.	No change

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
EPA	The EPA notes the following comments contained within the pre-consultation PAMP: • PAL is committed to reducing its reliance on potable water sources through the expansion of non-potable water alternatives, use of water saving devices within new developments and use of drought-tolerant plants for landscaping to aid the reduction of water usage across the airport site • To inform stormwater design for future precinct and allotment developments, updated flood modelling for the airport site will be undertaken in the short-term including the preparation of a Stormwater Management Plan which will detail water sensitive urban design measures and water quality targets which are to be achieved • The effects of climate change on stormwater runoff and the performance of drainage systems will also be assessed with consideration of sea level rise, catchment changes and increased rainfall patterns, and • PAL is committed to improving stormwater quality and consequently the ecological health of the airport's waterways, as detailed in the PAL Stormwater Quality Management and Improvement Plan. • The EPA supports the stormwater initiatives that form part of PAL's Stormwater and Aquatic Ecology 8-Year Action Plan.	14.10 Stormwater Management	EPA support of PAL's stormwater initiatives is noted.	No change

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
EPA	The EPA notes the following comments contained within the pre-consultation PAMP: • The potential operational and economic impacts from climate change include decreased water supply, increased utility prices, infrastructure deterioration and habitat stress • The PAL Environment Strategy covers ground-based environmental aspects associated with the operation of Parafield Airport, including climate change • PAL recognises that climate change and carbon risk management are an essential aspect of operating a sustainable business over the long term, and • PAL is committed to employing the principles of resource efficiency in its operations, planning and ongoing infrastructure development, and in the procurement of goods and services. It is also noted that, in 2020, Parafield Airport became the first Australian airport to develop a Climate Adaptation Plan ('CAP'). The CAP considers the risks and opportunities associated with future modelled seasonal temperatures, flooding, storms and drought. The Plan identifies appropriate adaptation pathways for airport infrastructure, buildings, services and other key components of airport operations. The EPA supports the climate change initiatives that form part of PAL's Energy and Climate Change 8-Year Action Plan.	14.8 Climate Change	EPA support of PAL's climate change initiatives is noted.	No change

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
EPA	The EPA notes PAL has a Contaminated Site Management Plan ('CSMP') and Contaminated Site Risk Register ('CSRR') that have been developed in line with the National Environment Protection (Assessment of Site Contamination) Measure 1999 and are used to assess and prioritise potential risks associated with contaminated sites and sites where a high risk of contamination exists. Management strategies are assigned in the CSRR based on the level and type of contamination risk. Regular groundwater monitoring is one of the strategies used to manage contamination risks. The EPA suggests that site contamination assessment should be undertaken when assessing applications for new development.	14.11.2 Soil and Groundwater - Current Management - Site Contamination	Environmental site assessments are required to be conducted in accordance with the Airports (Environmental Protection) Regulations 1997 and generally as part of due diligence prior to the commencement of proposed developments. PAL publishes an Environmental Site Assessment Guideline for tenants and contractors on the Parafield Airport website.	Section 14.11.2 updated to include: Environmental site assessments are undertaken in accordance with the Airports (Environmental Protection) Regulations 1997 to determine the existence of soil and/or groundwater pollution. PAL may also require site assessments to be completed as part of due diligence prior to the commencement of proposed developments. An Environmental Site Assessment Guideline has been developed to provide information about the assessment requirements to tenants and contractors.
EPA	The EPA acknowledges the work PAL has done around the historical use of firefighting foams containing per- and poly-fluoro alkyl substances (PFAS) which have been known to contaminate soil and groundwater at Parafield Airport. It is understood that the Commonwealth government commenced a PFAS Investigation Program to identify the nature and extent of PFAS contamination at airports, including Parafield Airport. It is also noted that this program (administered by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts ('DITRDCA')) is expected to run for six years with the aim of ensuring appropriate management plans are in place to manage identified risks. The EPA advises that PAL and the DITRDCA and other relevant parties continue to work to assess and manage potential PFAS contamination risks in accordance with relevant guidelines.	14.11.2.1 Per- and Poly-fluoroalkyl Substances (PFAS)	Noted	No change
EPA	We will look forward to the opportunity to review the consultation version of the PAMP which will include the forecast 2043 ANEF and associated information.	General comment	Noted	The endorsed ANEF and associated information will be included in the Preliminary Draft Master Plan.

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
South Australian Tourism Commission comments (SATC)	From a South Australian tourism perspective, the Parafield Airport Master Plan 2024 represents a significant opportunity for the region. The plan's vision to establish the airport as a leading aviation training centre and economic hub is promising, as it can attract aviation enthusiasts and students from around the country and even internationally. The focus on delivering high-quality facilities and services, fostering innovation, and promoting the Northern Adelaide region can contribute to a positive image and reputation for both the airport and the surrounding area. The airport's contribution of \$354.8 million to the South Australian economy in 2022 showcases its potential as an economic driver for the region. This can generate interest among businesses and tourists alike, potentially leading to increased investments and visitation to the area. Moreover, the airport's status as one of Australia's busiest general aviation airports, with a significant emphasis on pilot training, can make it a compelling destination for aviation enthusiasts and students seeking quality training opportunities. Efforts to prioritise exceptional customer experiences and enhance the airport's role as a vital transport infrastructure element can improve the overall travel experience for visitors. This can lead to positive word-of-mouth recommendations, encouraging more people to use the airport and explore the region. Parafield Airport's commitment to sustainability and environmental considerations aligns with the growing focus on eco-friendly and responsible travel. This can attract environmentally conscious travellers, who may be more inclined to visit a destination that emphasises sustainable practices. The airport's collaboration with the South Australian Government and local authorities for ground transport planning can result in improved connectivity to and from the airport. Enhanced accessibility can lead to higher visitation rates, as travellers find it easier to access the region.	General comment	SATC support for the strategies presented in the Master Plan is noted. PAL will continue monitoring industry trends and actively engaging with stakeholders to ensure successful and well-balanced growth in the coming years.	No change required

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
SATC	<i>Continued</i> However, it's essential for Parafield Airport to ensure that its development plans and increased air traffic do not negatively impact the local community, especially regarding aircraft noise management. Engaging with the community and addressing their concerns can help foster a positive relationship between the airport and the residents. Overall, the comprehensive strategies presented in the Master Plan provide a solid foundation for the growth and sustainability of Parafield Airport. By focusing on stakeholder engagement, economic development, sustainability, and providing exceptional experiences, the airport can position itself as a vibrant aviation destination and contribute positively to the tourism landscape of South Australia. Continuous monitoring of industry trends and active involvement with stakeholders will be crucial to ensure successful and well-balanced growth in the coming years.			
City of Salisbury	This is one of mitigation measures for Aircraft Noise but there is no indication how successful this program is and it is voluntary. It would be appropriate to comment on % uptake from flight operators and also if there is ongoing education. Program like this only works if it is resourced and delivered on ongoing basis.	13.3.2.1 Fly Friendly Program	The Fly Friendly operating procedures are expected to be implemented when safe to do so and under direction of Air Traffic Control. There are occasionally circumstances where aircraft operations may not be able to follow all of the procedures. PAL contacts all flight training providers at least twice per year to remind them of Fly Friendly and ensures that any new flight training provider is fully briefed on the requirements. PAL regularly reminds training providers of their obligation under the Fly Friendly program to avoid training flights over certain local areas during commemorative services such as Remembrance Day. On the very rare occasions a member of the public has reported a breach of Fly Friendly, investigation has shown it was due to an itinerant aircraft (not based at Parafield), student pilot oversight or an enthusiastic flight instructor commencing training outside of the circuit hours. For occurrences involving training operators at Parafield Airport, we make contact with the operator to ask for confirmation that they have reminded their instructors of the importance of maintaining Fly Friendly. The Technical Working Group, which is comprised of representatives from flying training schools, CASA, Airservices Australia (Air Traffic Control) and other members of the aviation community, meet quarterly to discuss various issues including the Fly Friendly program. (see Section 5.4.2)	Amendment made to 13.3.2.1 to include: The Fly Friendly program is upheld by all flight training providers where possible. PAL ensures that any new flight training provider is briefed on the Fly Friendly program and makes contact with all flight training providers to remind them of the program requirements.

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
City of Salisbury	A. Note that this section is not complete and the noise modelling figures are not provided. B. Noting that flight movements are forecast to increase substantially the impact of noise is likely to be community's most significant concern.	13.7.4 Assessment of Changes to Noise Exposure 13.3.2 Aircraft Noise Mitigation	The endorsed ANEF and associated information will be included in the Preliminary Draft Master Plan. PAL continues to work with all levels of government, aircraft operators and community to effectively manage aircraft noise exposure. PAL is preparing fact sheets and aircraft noise information to support the public exhibition activities for the Preliminary Draft Master Plan, including an update to the Community Information Brochure. The new forecast is consistent with Master Plan 2017 and we are not seeing any major changes just consistent growth	The endorsed ANEF and associated information will be included in the Preliminary Draft Master Plan.
City of Salisbury	There are no specific and measurable targets such as 'No complaints from the community regarding ground-based airport noise.' This makes compliance more achievable, but is less effective at driving change. Other than the Waste Management objectives which aim to 'reduce waste' the other objectives focus on maintaining status quo and do not aim for improvements. I do not have sufficient context as to whether environmental management is well managed or not – if is well managed than maintaining status quo is reasonable.	Section 14 Environment Strategy	Targets for ground-based noise are being included in a new Noise and Emissions Management Plan that is due to be finalised prior to the Master Plan public exhibition period. The Noise and Emissions Management Plan is referred to directly in the Master Plan and will be published by January 2024 and will be available upon request or via email or hard copy. PAL will report on monitoring undertaken in the Annual Environment Report prepared under the Airports Act 1996.	Section 14.12.2 has been updated to include: The Noise and Emissions Management Plan identifies targets for ground-based noise and details a risk assessment and appropriate mitigation of risks for ground-based noise and emissions.
City of Salisbury	There is reference to a Waste Management Strategy revised in 2019 but I could not find it online. I did find the EMGDLAALPALGeneralWasteManagement.pdf (adelaideairport.com.au) which is very high level. Interesting the guideline refers to some businesses at Parafield having access to the City of Salisbury recycling service – is that correct? I assume they are not rate payers as on Cwllth land? Anyway the waste management section has an objective to reduce waste, but it does not talk to reduction in food and organics waste – would be a great opportunity for onsite system (such as Peats Biobins or commercial food waste dehydrator). I would be interested what the Waste Management Strategy 2019 says.	14.14 Waste Management	The reference to the 2019 revision of the Waste Management Strategy is not correct. The 2017 version is currently being consolidated with the strategy for Adelaide Airport and will be published online once finalised.	The reference to the 2019 update of the Waste Management Strategy has been removed.

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
City of Salisbury	40% carbon emission in 2022 – is there a more detailed report on this?	Page 14 -Snapshot of Parafield Airport in 2022	The stated 40% carbon emission reduction in 2022 is based on verified Airport Carbon Accreditation assessment and reporting and it includes Scope 1 and 2 (but excludes the aviation component which is considered Scope 3) emissions.	No change
City of Salisbury	Carbon emissions – does this include non-flying areas in the Airport eg. commercial zone?	5.2.3 Achieving Sustainable Outcomes Page 69	The carbon emissions are for direct PAL activities only, so this does not include tenants undertaking operations in leased commercial zones or aviation emissions (which are considered Scope 3).	No change
City of Salisbury	For community consultation – will there be engagement package / collateral to for CoS to share? Social media etc? How will the community consultation on the MP be undertaken?	5.4.4 Master Plan Consultation 5.4.4.2 Release of the Preliminary Draft Master Plan for Public Comment: Page 71	The following information was included in the August 2023 PCF and PACC meeting minutes: Public consultation will take place over 60 business days with dates to be confirmed. To support the public consultation process, PAL will undertake the following activities during this period: • Open days at Parafield Airport offices, City of Salisbury and potentially the District Outlet Centre • Supporting information 'fact sheets' covering key matters such as aircraft noise management, safeguarding airport operations, land use, commercial development, and the environment • Updated Parafield Airport community brochure • Q & A reference document • Information on the Parafield Airport website • Digital engagement through social media • Briefings to key stakeholders and community groups • Copies of Master Plan 2024 made available in hard copy and electronic format. Note: Information will be provided to City of Salisbury prior to the release of the Preliminary Draft Master Plan.	No change required
City of Salisbury	Great to see take-up of electric aircraft	6.5.4 Electric Aircraft - Page 80-81	Noted	No change

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
City of Salisbury	- Bulky goods outlet (where located in north-western portion of the precinct)" and additional concentration of commercial in this area – may put additional stress on Kings Road especially being so close to the rail crossing. This will become more challenging due to the new commercial development at 1460 Main North Road. - However there is potential synergies being close to the Parafield Railway Station to encourage use of public transport - Opportunity to leverage/advocate to State Government on Kings Road – road duplication and/or grade separation.	Table 7-3: Airport Business Precinct Categories of Development Table - Page 91	Section 10.9.1 provides details of traffic modelling undertaken which has shown that the external network is expected to have sufficient capacity for the future demand at the airport and associated uses. Off-airport future traffic volumes were provided by DIT from their Strategic Adelaide Model (SAM) and incorporated as part of this assessment. It is noted that the potential development of 1460 Main North Road, which is located off airport, is not supported (in full) by PAL due to potential impacts to airport operations. The proposed location of the access point considers the potential grade separation of Kings Road at the railway intersection and preliminary consultation with DIT has occurred. It is acknowledged that work undertaken to date on this intersection however is preliminary only and further consultation with stakeholders will be undertaken once the need for the intersection is triggered. The availability of rail connectivity in such close proximity is acknowledged and has been considered in determination of the envisaged uses for the precinct. Section 10.11 has also been updated to note that PAL support an increase in public transport (bus) connectivity along Kings Road.	No change
City of Salisbury	For consideration (as may be too detailed for a concept plan) – explore opportunities to strengthen connections to existing bus stops along Main North Road to encourage public transport use	7.5 Commercial Precinct, Figure 7.4: Commercial Precinct - Page 93	Noted. Section 10.11 has been updated to encourage the inclusion of bus stops within the Commercial Precinct.	Section 10.11 has been updated to encourage the inclusion of bus stops within the Commercial Precinct.
City of Salisbury	"Envisaged development – community facility" – explore opportunities for open green space for passive recreation that facilitates plane spotting/ plane watching activity, which will encourage and further drive visitation to the area	Table 7-4: Commercial Precinct Categories of Development Table - Page 94	Noted . The southern portion of the Commercial Precinct remains subject to airport safeguarding constraints. There remains future opportunities for recreation/open space in this location in line with the Categories of Development identified in Table 7.5.	No change required
City of Salisbury	- Explore opportunities using the vernal pools to provide quality open space for general recreation / eco-tourism (eg. wildlife watching, nature walks) - Provide opportunities to connect back to UNISA campus	7.6 Bennett Precinct Page 95/96	Noted. This is consistent with use of the precinct for "Recreation area", which is listed as an envisaged development.	No text amendments.

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
City of Salisbury	The potential railway freight spur line – this will cut off the existing north-south linear trail that is very valued and well-used by the community – how will this be managed	7.7 Enterprise Precinct 7.7.2 Desired Character - Page 98/99	Acknowledged. The Master Plan identifies an intention to retain capacity for a potential future freight rail spur. PAL acknowledges that there would be a need for detailed design and consideration of the current circumstance should there be a future need for a rail spur. Text has been included within Section 10.10 highlighting consideration of impacts on the stormwater drain and shared path.	Text amended within Section 10.10 to note that "Impacts on the existing open channel stormwater drain and shared path would also need to be considered."
City of Salisbury	How will access to the precinct be facilitated? Not currently shown on Concept Plan.	7.7 Enterprise Precinct - Page 98/99	Figure 7.6 identifies the existing access points with red arrows. A future signalised intersection is also shown at the eastern access point. Further detail and commentary can also be found in Section 10.9	No text amendments
City of Salisbury	Additional concentration of commercial activity may put additional stress on Elder Smith Road. Currently there is already traffic banking issues at the rail overpass especially leading to congestion at Salisbury Highway and Main Street.	Figure 7.6: Enterprise Precinct - Page 99	Section 10.9.1 provides details of traffic modelling undertaken which has shown that the external network is expected to have sufficient capacity for the future demand at the airport and associated uses. Signalisation of the Elder Smith Road intersection has previously been modelled and an agreement with DIT is in place regarding the trigger for this upgrade (refer Appendix D of the 2017 Master Plan). Reference to this agreement is provided in Section 10.9.3.3 and an updated section (10.3.2) has also been included following the Exposure Draft. Noting there is currently no development within Enterprise and Bennett Precincts which are located either side of Elder Smith Road, it is recommended that any existing points of congestion be raised by CoS with DIT, if not already done so.	Section 10.3.2 has been included to highlight the agreement.
City of Salisbury	- Future commercial offerings will need to consider and complement the role and function of the Mawson Lakes City Centre - Seek opportunities to connect the Enterprise Precinct with the Mawson Lakes City Centre / UNISA through shared use trails – with consideration for existing and future traffic demand on Elder Smith Road – especially if introducing signalised intersection	7.7 Enterprise Precinct - Page 98/99	Noted. Figure 10.8 identifies a number of existing and potential future cycleways and shared use paths which would provide an increase in connection within the locality.	No text amendments

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
City of Salisbury	- Good to see that the new Retail Activity Centre on Kings Road / Main North Road noted as it will affect changes to traffic and potentially stormwater flow - Suggest stronger link to / mention of Mawson Lakes City Centre and its role as an Urban Activity Centre, as well as the Strategic Innovation areas of Technology Park, especially as they will form a relationship to the future Enterprise Precinct "	7.8 Alignment with Surrounding Land Uses - Page 101	Agreed. Additional text added to Section 7.8 to reference proximity to the Mawson Lakes City Centre.	Paragraph updated: Land to the south of Parafield Airport accommodates the Mawson Lakes golf course, and University of South Australia and the Mawson Lakes City Centre.
City of Salisbury	For all development (especially for Commercial Precinct along Main North Road), consideration be given to high quality landscaping / tree planting opportunities to reinforce Main North Road as a premium boulevard with new offerings	9.4 Commercial Property Strategy - Page 120/121	Noted. PAL seeks the inclusion of landscaping as part of development activities and this forms a key element of PALs assessment process. In addition to the inclusion of particular reference to the need for development to enhance the amenity of precincts, the Environment Strategy (Chapter 14) makes specific reference to current processes which provide guidance on the need for and type of landscaping to be established.	No text amendments
City of Salisbury	Enterprise Precinct to consider the connections between future development and adjacent public transport option, especially its siting and relationship to the Green Fields Railway Station	9.4.4 Enterprise Precinct - Page 121	Noted. Updates have been made to Section 10.11 Public Transport, Section 10.12 Active Travel to reflect opportunities for increased connectivity.	Figure 10.8 updated to show future walkway link from Greenfield Station to Enterprise. Section 10.12 updated to reflect consideration of public transport connectivity for future precincts. Section 10.11 updated to discuss potential opportunities for public transport at the airport.
City of Salisbury	Good to note that the Enterprise Precinct will integrate the vernal pools into wider precinct amenities	9.4.3 Bennett Precinct Page 121	Agreed.	No text amendments
City of Salisbury	Opportunity to plot on key linear trail (future Gawler Greenway link) adjacent rail line on airport's western boundary (or reference somewhere else in document if not suitable for this section)	Figure 10.1: Existing external road and rail network surrounding Parafield Airport - Page 126	Noted. This is addressed under Section 10.12 Active Travel (refer to Figure 10.8 Existing and potential future cycleways and shared paths).	No text amendments

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
City of Salisbury	a. Modes of transport are currently dominated by private motor vehicle – is there opportunity to improve other modes of transport in linking to existing public transport (train/bus) and/or providing high quality shared use trails (cycle/walk)? b. With the projected ever-increasing demand in vehicle use it will continue to put stress on Kings Road, Main North Road and Elder Smith Road.	a. 10.8.2 Modes of Travel b. 10.8 Forecasting - Page 130	a. Based on the nature of existing and forecast development at the airport, it is anticipated that private vehicles will remain the predominant mode share. However PAL support the increased use in public transport and active travel. Section 10.11 has been updated to highlight the opportunity for public transport along Kings Road. Section 10.12 details opportunity for improved pedestrian/shared paths within and adjacent to the airport. b. Modelling has shown that the external network is expected to have sufficient capacity for the future demand at the airport. (refer 10.9.1).	a. Section 10.8 updated to reflect PAL advocacy for further uptake of public transport and active travel modes. Section 10.11 updated to highlight the opportunity for public transport along Kings Road. b. No text amendments.*
City of Salisbury	This will form a good relationship with the airport's 8 Year Energy and Climate Action Plan objectives and outcomes – and help with Scope 3 calculations if this is eventually considered.	Page 130	Noted	No amendment required.
City of Salisbury	Recent developments to add – the City of Salisbury is working with DIT on opportunities to upgrade and widen Kings Road.	10.7 Recent Developments - Page 130	Section 10.7 is focused on developments which have been completed.	No amendment required.
City of Salisbury	Great to see acknowledgement of PAL's support of Elder Smith Road to Port Wakefield Road	10.9.3.3 Enterprise Precinct - Page 134	Noted	No text amendments
City of Salisbury	Signalised intersections at Elder Smith Road and Kings Road to be further explored as they will impact on wider traffic network, especially at both rail crossings.	Figure 10.6: Parafield Airport 20-year Ground Transport Plan - Page 136	Signalisation of the Elder Smith Road intersection has previously been modelled and an agreement with DIT is in place regarding the trigger for this upgrade (refer Appendix D of the 2017 Master Plan). The potential for signalisation of Kings Road has been presented to DIT who have not raised any immediate concerns. It is acknowledged and agreed that as this concept develops there will need to be appropriate modelling undertaken to ensure it works with the wider network.	Elder Smith Road intersection - Section 10.9.3.3. has been updated to include reference to DIT agreement. Kings Road intersection - Section 10.9.3.1 has been updated to reflect consideration of impacts on the wider network.

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
City of Salisbury	Freight rail spur link must also consider linear trail and potential encroachment into Green Fields open space	10.10 Freight Rail - Page 137	Acknowledged. At this time, no further consideration has been given to the design or siting of a potential future spur. PAL acknowledges that there would be a need for detailed design and consideration of the current circumstance should there be a future need for a rail spur. Text has been included within Section 10.10 highlighting consideration of impacts on the stormwater drain and shared path.	Text amended to note that "Impacts on the existing open channel stormwater drain and shared path would also need to be considered."
City of Salisbury	- The Paddocks' redevelopment is already in progress - Additional shared use paths across the site connecting to the wider precinct is desired	10.12 Active Travel - Page 139	The reference to The Paddocks has been updated to reflect that redevelopment is underway. PAL makes reference to the potential opportunities for shared use paths both within and external (directly adjacent to the site boundary) and are keen to further explore and develop a suitable shared path network with City of Salisbury. Within existing and future airport precincts, walkways and connectivity will be a key consideration of the precinct planning and development.	The reference to The Paddocks has been updated to reflect that redevelopment is underway
City of Salisbury	Where necessary, PAL will work with the South Australian Department for Trade and Investment (Plan SA) to seek an update to the Overlay to reflect the new 2043 ANEF" – suggest adding City of Salisbury for consistency of information.	12.3.2 Aircraft Noise Exposure Overlay -Page 154	The endorsed ANEF contour mapping will be digitally released to the City of Salisbury to allow a link on their website.	No change required
City of Salisbury	- Are the Public Safety Areas going to spatially mapped for convenience, considering the NASF Guideline I? - Some PSAs may/will fall outside of the airport boundary. This would help with advising CoS development in the vicinity.	12.12 Public Safety Areas - Page 169	Noted. At this time there is no intention to publish PSA maps given there remains multiple methods within NASF Guideline I on how to model and prepare the PSAs and the modelling methodology continues to be refined. In the absence of spatial representation, it is recommended that the City of Salisbury refer to the Queensland PSA model approach to obtain guidance on a generic PSA extent for consideration as part of its development considerations. PAL continues to advocate the State Government to implement the NASF Guidelines, including the implementation of PSAs. PAL encourages the City of Salisbury to also advocate for this policy enhancement and formalise the States position and preferred PSA model.	No change required

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
City of Salisbury	Suggest that online systems (WebTrak and Aircraft in Your Neighbourhood etc) be more widely promoted using City of Salisbury channels for more exposure – people can then empower themselves with knowledge and better understand the role of PAL.	13.3.2.3 Consultation with Local Communities - Page 174	Noted. PAL is happy for the City of Salisbury to work with Airservices Australia to determine the feasibility of this approach and will provide details of Airservices contacts to advance this approach. The Airservices online systems will also be promoted in the fact sheets and other information made available to support the public consultation process.	No change required
City of Salisbury	Supporting quieter aircraft technology + understanding aircraft noise – opportunity to do some ongoing education through City of Salisbury channels for the community – including night circuits and ANEF levels (but in simple terms – such as Figure 13.4)	13.3.2.7 Supporting Quieter Aircraft Technology 13.4. Understanding Aircraft Noise - Pg 175 Figure 13.4	Noted. PAL is happy to work with the City of Salisbury in regards to this approach.	No change required
City of Salisbury	Continuing efforts in sustainability and key achievements are noted and well regarded.	Chapter 14. Page 187	Noted	No change required
City of Salisbury	Can the Environment Strategy include operations in the Commercial Precinct? Does the whole airport site gets covered within the four 'Energy and Climate Change' plans? (noting that 'non-aviation commercial activities' have 'potential environmental impact at Parafield Airport' as per Table 14-2)	14.5 Environment Strategy Requirements - Page 188-189	The Environment Strategy relates to the entire airport estate, including all of the precincts.	No change required
City of Salisbury	Noting that carbon emissions scope 1 and 2 are monitored and reported annually (Table 14-4), is this figure used to contribute to the 40% emissions in 2022? (i.e.. excluding Scope 3?)	Table 14-4: Summary of key environmental monitoring activities - Page 195	Yes, scope 1 and 2 emissions contribute to the 40% figure in accordance with Airport Carbon Accreditation rules and independent verifier. Further information can be provided specifically to City of Salisbury if required.	No change required
City of Salisbury	Long term development program to consider all the above points	Section 15 - Page 220	The Development Programs identify the anticipated timing for works across the airport over an 8 year and 20 year horizon. PAL continues to monitor and consider consequences of actions taken.	No change required

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
Civil Aviation Safety Authority (CASA)	The edMP indicates there will be no changes to airside infrastructure during the immediate eight-year planning cycle. The document indicates the existing runway and taxiway is adequate to handle the aircraft type mix and movement volumes. CASA notes that there will be no expansion required to the apron parking layout during the immediate eight-year planning cycle. CASA also notes that PAL no longer intends to facilitate operations by Code 3 aircraft during the 20-year master plan period.	Airside infrastructure	The 8-year airfield development plan (summarised in Section 8.5.8) identifies a number of airside infrastructure enhancements and minor works. The expansion of apron areas is highlighted in the 20-year development plan. It is noted that the decision to undertake these works is demand driven and PAL would address this as additional or new demand arises over the life of the master plan. PAL continues to plan for the ability to adapt the airfield infrastructure to Code 3C aircraft, however this is anticipated to be outside of the 20-year planning period of this Master Plan.	No text amendments required.
CASA	CASA notes the potential for commercial developments in the Airport Business, Enterprise and Commercial Precincts during the immediate eight-year planning period. Adelaide Airport Limited (AAL), the parent company of PAL, has demonstrated its understanding of safeguarding requirements when planning commercial developments.	Land Use Plan	Noted	No change required

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
Department for Trade and Investment - Planning and Land Use Services (DTI(PLUS))	In summary we have reviewed the draft MP and don't have any specific feedback on the draft MP (particularly on ch7 (Land Use Plan) and ch 12 (Safeguarding the Airport), which was the focus of the PLUS review). In relation to ch7 there's no change to the current land use precincts or boundaries on airport land. Access to airport land also isn't proposed to be changed. The main change is updated terminology uses in this chapter to more closely align with the P & D Code terminology, which we support. Regarding ch12 there's no change to OLS (building heights). We note that the ANEF (noise) is being reviewed and a new draft will be produced however it isn't in the Master Plan at this stage. We also note that we will be briefed/consulted when a draft is ready, and before its incorporated into the draft Master Plan. The Master Plan makes mention of Code policy addressing airport operations and doesn't identify any need for policy change. Always happy to discuss if this changes in the future. Members of the PLUS team have spoken with s 47F who's confirmed the above is a correct interpretation. Andrew mentioned that there are existing flight paths etc west of the airport to be conscious of for future development areas (eg globe derby park), however this is not directly related to the draft 2024 masterplan, just an existing condition to be aware of. The current Region Plan process can pick up any relevant issues pertaining to future growth and airport operations. Thanks for the opportunity to comment and for involving PLUS as you finalise the Plan	General comment	Noted: Chapter 12.12 references PALs intention to work with State Government to implement NASF Guidelines within the Code to ensure that safety and operational integrity are retained (e.g. public safety areas).	No change required

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
State Department for Infrastructure and Transport (DIT)	Thank you for your correspondence dated 14 June 2023, regarding the Parafield Airport exposure draft Master Plan 2024. Firstly, I apologise for the delay in responding. I understand officers from the Department for Infrastructure and Transport (the Department) have been discussing the draft Master Plan 2024 with the team undertaking the review. I am advised, the draft Master Plan 2024 aligns to the 2017, Master Plan with some notable differences including: the provision of additional development area within the Enterprise and Airport Business Precincts, changes to a number of envisaged or restricted developments within the precincts, and the inclusion of a new signalised intersection on Kings Road.	Chapter 07 Land Use Plan	Noted	No changes proposed at this stage.
DIT	Whilst the Department is aware that traffic modelling and an impact assessment is being undertaken for the draft Master Plan 2024, without this information being provided for consideration it is not possible to determine the acceptability or otherwise of the identified changes. It is important for the Department to understand the potential traffic impacts of further development of the Parafield Airport site so this can be assessed with the Department's broader planning process for the arterial road network around the airport specifically Kings Road, Main North Road and Elder Smith Road. To enable the assessment of the broader transport planning, the detailed traffic modelling and impact assessment will need to be provided so that the Department can undertake a detailed review of the draft Master Plan 2024, and provide comments on the proposed land transport implications. It would be appreciated if this information can be supplied so that the Department can provide further input prior to the proposed consultation in September 2023.	Chapter 10 Ground Transport	With regards to traffic impacts of the proposed future development, we advise that PAL met with Cathy Taylor and S 47F on 16 March 2023 to present the traffic analysis undertaken as part of this Master Plan. A subsequent meeting with Russell Troop and S 47F on 13 October 2023 was held to further present and discuss the analysis and respond to any further queries. A summary of the discussions and actions is contained within the attached email 'Parafield Airport Master Plan - Ground Transport - Meeting 2023.10.13' dated 13/10/2023. DIT advised that there were no significant concerns with the proposed Ground Transport plan contained within the Exposure Draft Master Plan. The additional information that was sought will assist in coordination and incorporation of PAL forecasts for future planning of the external DIT road network. In an email dated 24/11/2023, DIT advised there were no further comments on the PAMP.	No changes proposed at this stage. (Refer to ongoing Engagement with DIT post Exposure Draft and subsequent Formal Submission.)

DEPARTMENT/ ORGANISATION	FEEDBACK	SECTION	PAL RESPONSE	MASTER PLAN AMENDMENT
DIT	It is noted that with the opening of developments within the Commercial Precinct, safety concerns have been raised by the public regarding conflicting traffic and parking movements on Main North Road. The Department would be happy to provide further details so that consideration can be given to these issues and their potential management as both part of this work and the operation of the site. The provision for a potential future freight railway spur line as part of Desired Outcome 6 is noted. The Department welcomes further discussion of the proposed Master Plan and its potential impacts on the land transport network. Mr ^{s 47F} Director Transport Strategy and Network Planning can be contacted via email ^{s 47F} sa.gov.au or mobile 0498 174 407.	Chapter 10 Ground Transport	PAL met with DIT on 13/10/2023 to understand the safety concerns that the public have raised with DIT regarding conflicting traffic and parking movements on Main North Road and were advised of the following: • Parking on verge during District Outlet Centre opening • Vehicles not obeying road rules / directions in the portion of Kesters Road that sits within airport. This was largely associated with vehicles attempting to enter the new KFC/RSEA/Sydney Tools development from the north. PAL confirms that the expected visitor numbers at the opening far exceeded expectations and this was not representative of typical weekend traffic volumes that have been observed since. Car parking on site has since been shown to be sufficient for the traffic volumes. Traffic counts are currently (Oct) being undertaken to confirm weekend peak volumes (out of school holiday period). PAL acknowledges awareness of the unsafe movements that have been observed on Kesters Road. Signage is currently being installed as an initial measure. Traffic consultant, MFY, are also engaged to consider measures to further deter and/or prevent those unsafe movements. PAL will keep DIT updated with those proposed solutions as they are being developed. In the meeting DIT expressed comfort that the above concerns had been or were being addressed by PAL. Notes were issued following the meeting on the same day, with a follow up email on 15/11/2023 and a response from DIT received on 24/11/2023 advising there were no further comments on the PAMP.	No changes proposed.



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Public Notices

PARAFIELD AIRPORT PRELIMINARY DRAFT MASTER PLAN 2024 PUBLIC COMMENT PERIOD

In accordance with the requirements of the *Airports Act 1996*, Parafield Airport Limited (PAL) has prepared the Parafield Airport Preliminary Draft Master Plan 2024 (PDMP) for public comment.

PAL welcomes written comment on the PDMP, which is renewed every 8 years and outlines the 20-year strategic vision for the airport.

Three public open days will be held as part of the public comment process for the PDMP as follows:

Parafield Airport Limited,
Building 18, Tigermoth Lane, Parafield Airport

- Wednesday 7 February 2024 - 1.30pm to 4.30pm
- Wednesday 6 March 2024 - 1.30pm to 4.30pm

Salisbury Community Hub,
Little Para Rooms, 34 Church St, Salisbury

- Thursday 29 February 2024 4:00pm to 7:00pm

The PDMP is available for inspection by members of the public during normal office hours for sixty (60) business days after the publication of the notice commencing 6 January 2024

until close of business 4 April 2024 at the following locations:

- PARAFIELD AIRPORT LIMITED**
Building 18, Tigermoth Lane
Parafield Airport SA 5108
- CITY OF SALISBURY**
34 Church Street
Salisbury SA 5108

Free electronic copies are available to members of the public for download throughout the public comment period at www.parafieldairport.com.au/community/publications/parafield-airport-master-plan and hard copies may be purchased from Parafield Airport at the price of \$70 each.

We invite you to participate in the consultation process by providing your written comment on this document. Formal submissions regarding the content of the PDMP should be made in writing, include your name and address, and mailed to:

Parafield Airport Limited Master Plan Submission
Building 18, Tigermoth Lane
Parafield Airport SA 5108

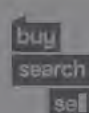
Or via email: palmasterplan2024@aal.com.au

Submissions must be received in writing by 5.00pm (ACDT) on 4 April 2024.

For further enquiries, please email palmasterplan2024@aal.com.au



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Distribution List

Notification of Parafield Airport Preliminary Draft Master Plan 2024 for Public Comment

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As per Airports Act	
Nick Champion MP	Minister for Trade and Investment, Minister for Housing and Urban Development, Minister for Planning
§ 47F	Department for Trade and Investment (Planning and Land Use Services)
§ 47F	City of Salisbury
Key Stakeholders	
Forum Members	Adelaide & Parafield Airports Planning Coordination Forum Parafield Airport Consultative Committee
The Hon. Tom Koutsantonis MP	Minister for Infrastructure and Transport - South Australia
§ 47F	Department for Infrastructure and Transport
§ 47F	City of Salisbury
§ 47F	City of Playford
§ 47F	City of Playford
§ 47F	City of Port Adelaide Enfield
§ 47F	City of Port Adelaide Enfield
§ 47F	City of Tea Tree Gully
§ 47F	City of Tea Tree Gully
§ 47F	Civil Aviation Safety Authority
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§ 47F	Airservices Australia
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Tony Zappia MP	Federal Member for Makin
Matt Burnell MP	Federal Member for Spence
Michael Brown MP	Member for Florey
Blair Boyer MP	South Australian Minister for Education, Training & Skills / Member for Wright
Zoe Bettison MP (cc Hannah Franklin)	Minister for Tourism & Multicultural Affairs / Member for Ramsay
John Fulbrook MP	Member for Playford
§ 47F	Department of Climate Change, Energy, the Environment and Water
§ 47F	Department of Environment and Water - SA
§ 47F	South Australian Environment Protection Authority
§ 47F	Flight Training Adelaide
§ 47F	Bruce Hartwig Flying School Pty Ltd
§ 47F	Aerostar

CONTACT PERSON	DEPARTMENT / ORGANISATION
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	Rococo Holdings Pty Ltd - Site 23H
	Flight Training Adelaide
	Boomerang Aviation Pty Ltd
	Frost Building & Carpentry
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	JC Decaux Australia & New Zealand - Advertising
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	Southern Propeller Services Pty Ltd - Building 61
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	Allingtons Outpost Pty Ltd
	NQ Heliworx Pty Ltd

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4 January 2024

Hon. Nick Champion MP
Minister for Trade and Investment, Minister for Housing and Urban Development, Minister for Planning
GPO Box 11032
Adelaide SA 5001

Via email: MinisterChampion@sa.gov.au

Dear Minister,

RELEASE OF PARAFIELD AIRPORT PRELIMINARY DRAFT MASTER PLAN 2024 FOR PUBLIC COMMENT

The purpose of this correspondence is to provide advice consistent with Section 79 of the *Airports Act 1996*, which requires Parafield Airport Limited (PAL) to notify specified Authorities and parties of its intention to submit to the Minister for Infrastructure, Transport, Regional Development and Local Government, a draft Master Plan for Parafield Airport.

Consultation

A key step in this process is the upcoming release of the Preliminary Draft Master Plan for formal community and stakeholder engagement. I am pleased to advise that the public consultation program associated with the Preliminary Draft Master Plan 2024 will commence on 6 January 2024 and extend for a period of 60 Business Days. Comments are to be provided to palmasterplan2024@aal.com.au by 5:00pm on **4 April 2024**.

Master Plan 2024 - Overview

Parafield Airport is the major general aviation and pilot training airport in South Australia. PAL has a clear vision to develop Parafield Airport as an aviation training centre of excellence and a vibrant economic hub, recognised for its positive influence on the community and economy.

The airport estate plays an essential role in the economic prosperity and development of Northern Adelaide and South Australia through employment and value-added production associated with the airport's aviation and non-aviation business activities. In 2022, the airport directly employed 1,249 people, both on and off the airport.

Being one of the most significant business, training and employment precincts in the northern suburbs, not only is Parafield Airport a major economic generator, contributing \$354.8 million – or 0.3% per cent towards Gross State Product it also takes a strong leadership role in the community. PAL provides support where it will generate a lasting benefit and assists the northern region through partnerships relating to the environment, community, business and tourism. PAL is proud to support sporting clubs, community groups and not-for-profits, educational institutions, local council festivals, cultural programs and other local initiatives.

Achievement of this vision requires long-term planning in a structured and consultative manner, and Master Plan 2024 sets PALs strategic direction.

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Master Plan 2024 outlines the vision for the development of Parafield Airport to support:

- aviation activities and aeronautical growth
- environmental management
- the management of aircraft noise
- infrastructure delivery
- land use management
- commercial development
- ground transport and service infrastructure.

Future Opportunities

Since completion of Parafield Airport Master Plan 2017, PAL has seen progress in terms of aeronautical and non-aeronautical infrastructure development and Master Plan 2024 builds on this progress, with no significant deviations from previous plans.

The aviation industry has made exciting advancements in electric/hybrid aircraft technology in recent years. Aircraft operators at Parafield Airport have expressed a strong intention to take up electric or hybrid aircraft types when they become available. This is expected to result in marked changes in aircraft carbon related emissions, aircraft noise and operating costs. There are however, still many challenges to overcome in the transition to electric aircraft.

Aircraft movement forecasts influence the development and timing of aeronautical infrastructure. Forecasting for the next 20 years relies on a detailed understanding of prevailing and future economic conditions as they directly affect the main drivers for airport activity. Aircraft movement forecasting has been undertaken for a range of scenarios which recognise the need for adaptability in planning to meet the changing environment. A conservative forecast has been used to support the planning throughout this Master Plan 2024 as it reflects the current knowledge of future aircraft technologies and economic predictions. The forecasts will be reviewed and reassessed throughout the Master Plan period.

Sustainability is at the core of the way PAL does business. PAL is a sector leader in global airport sustainability and is committed to sustainable business practices to ensure a healthy and safe environment for its employees, aviation partners, tenants and the community. Parafield Airport also has an important role to play in the long-term sustainability of the aviation industry by providing airport facilities and an operational environment that continues to support world-standard pilot training activities.

A copy of the Preliminary Draft Master Plan 2024 will be available on our website at [Parafield Airport Master Plan - Parafield Airport](#) from Saturday 6 January 2024 or please contact us direct if a hard copy is required.

Any questions or to arrange a briefing please do not hesitate to contact me at kmeys@aal.com.au.

Yours sincerely,

s 47F

s 47F

Executive General Manager Planning and Infrastructure
Parafield Airport Limited



4 January 2024

Mr s 47F
Chief Executive Officer
City of Salisbury
PO Box 8,
Salisbury SA 5108

Via email: s 47F

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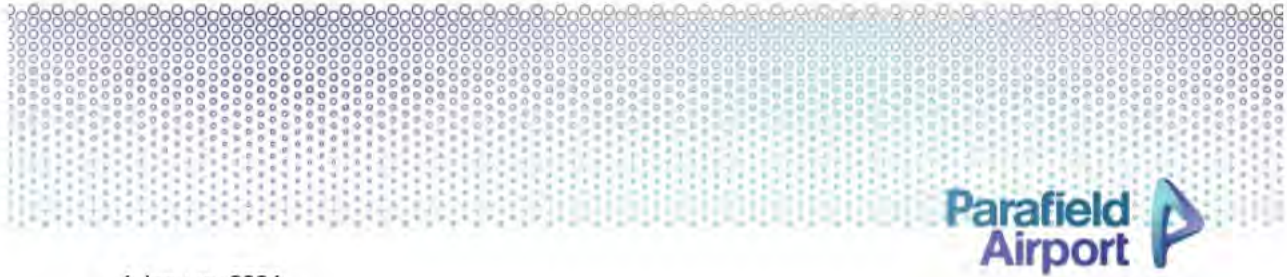
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s 47F

Executive General Manager Planning and Infrastructure
Parafield Airport Limited

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4 January 2024

s 47F

Chief Executive
Department for Trade and Investment (Planning and Land Use Services)
GPO Box 1815
Adelaide SA 5001

Via email: s 47F @sa.gov.au

Cc: s 47F sa.gov.au

Dear s 47F

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Since completion of Parafield Airport Master Plan 2017, PAL has seen progress in terms of aeronautical and non-aeronautical infrastructure development and Master Plan 2024 builds on this progress, with no significant deviations from previous plans.

The aviation industry has made exciting advancements in electric/hybrid aircraft technology in recent years. Aircraft operators at Parafield Airport have expressed a strong intention to take up electric or hybrid aircraft types when they become available. This is expected to result in marked changes in aircraft carbon related emissions, aircraft noise and operating costs. There are however, still many challenges to overcome in the transition to electric aircraft.

Aircraft movement forecasts influence the development and timing of aeronautical infrastructure. Forecasting for the next 20 years relies on a detailed understanding of prevailing and future economic conditions as they directly affect the main drivers for airport activity. Aircraft movement forecasting has been undertaken for a range of scenarios which recognise the need for adaptability in planning to meet the changing environment. A conservative forecast has been used to support the planning throughout this Master Plan 2024 as it reflects the current knowledge of future aircraft technologies and economic predictions. The forecasts will be reviewed and reassessed throughout the Master Plan period.

Sustainability is at the core of the way PAL does business. PAL is a sector leader in global airport sustainability and is committed to sustainable business practices to ensure a healthy and safe environment for its employees, aviation partners, tenants and the community. Parafield Airport also has an important role to play in the long-term sustainability of the aviation industry by providing airport facilities and an operational environment that continues to support world-standard pilot training activities.

A copy of the Preliminary Draft Master Plan 2024 will be available on our website at [Parafield Airport Master Plan - Parafield Airport](#) from Saturday 6 January 2024 or please contact us direct if a hard copy is required.

Any questions or to arrange a briefing please do not hesitate to contact me at kmeys@aal.com.au.

Yours sincerely,

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s 47F

Executive General Manager Planning and Infrastructure
Parafield Airport Limited

OFFICIAL



Additional Support Material - Public Comment

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Factsheets

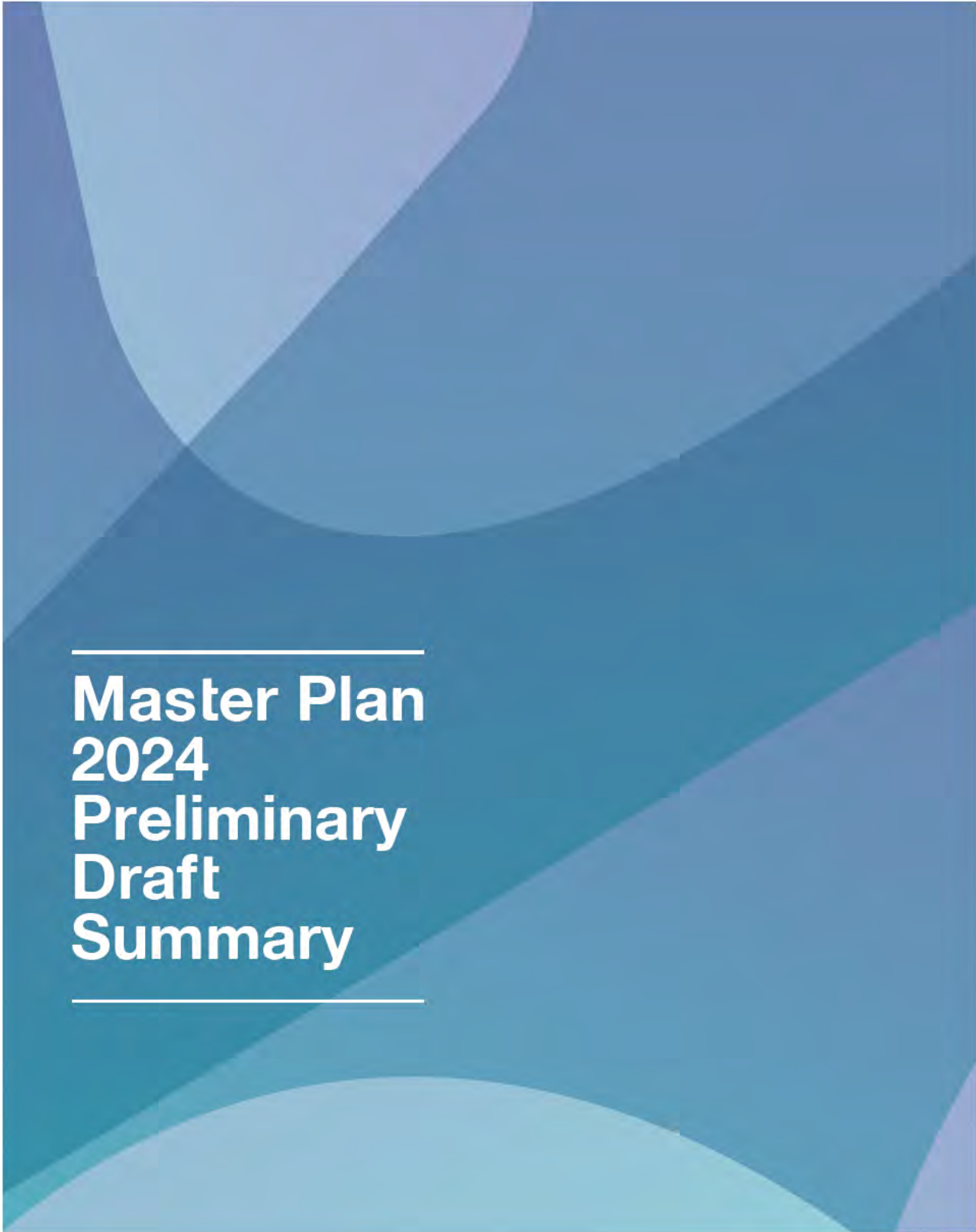
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Master Plan 2024 Preliminary Draft Summary



Master Plan 2024 Preliminary Draft Summary

Released under the Freedom of Information Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

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About Parafield Airport

Parafield Airport is the major general aviation and pilot training airport in South Australia. The site was originally farmland and was selected for an airport in the early 1920s, with the first aircraft operations commencing in 1927. Parafield Airport has progressively developed to meet the growing aviation and pilot training needs of airlines throughout Australasia. During 2022, Parafield Airport had approximately 4,200 aircraft movements every week, with the majority being pilot training flights.

Parafield Airport is one of three airports within the Adelaide metropolitan area. It is located approximately 25 kilometres to the north of Adelaide Airport and is 10 kilometres to the south of the Royal Australian Air Force (RAAF) Base Edinburgh.

Parafield Airport occupies a site of approximately 433 hectares. Over 103 businesses operate from Parafield Airport, including pilot training and aviation support operations, as well as commercial businesses and retail hubs located within the commercial estate.

Parafield Airport is operated by Parafield Airport Limited (PAL). PAL is a wholly owned subsidiary of Adelaide Airport Limited (AAL) which purchased the operating leases for Adelaide and Parafield airports from the Commonwealth, in May 1998, to operate both airports for the next 50 years with an option 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.

Have Your Say On Parafield Airport's Future Plans

Your feedback is an important part of developing the Parafield Airport Master Plan 2024. The Preliminary Draft Master Plan 2024 is available for public review and comment until 5.00pm, Thursday 4 April 2024.

Parafield Airport Limited acknowledges the Kaurna People as the traditional owners and custodians of the land. We respect the spiritual relationship with Country that has developed over thousands of years, and the cultural heritage and beliefs that remain important to the Kaurna People today.

About the Master Plan

The Parafield Airport Master Plan 2024 outlines the vision for the development of Parafield Airport to support aviation activities, land and commercial development, environmental management and infrastructure delivery.

By continuing to focus on sustainable outcomes, finding innovative solutions, short and longer-term planning and delivery of facilities, infrastructure, ground transport and utilities, PAL will ensure that the airport continues to meet the general aviation and aviation training needs of airlines throughout Australasia.

As the operator of Parafield Airport, Parafield Airport Limited (PAL) is required to prepare a Master Plan in accordance with the *Airports Act 1996* for approval by the Commonwealth government. The Master Plan forms a comprehensive regime for the ongoing regulation of activities on the airport through consultation with key stakeholders, Commonwealth, state and local government, the aviation industry and the local community.

Master Plan 2024 is the fifth Master Plan prepared by PAL for Parafield Airport. It builds on the aeronautical requirements, environmental management and land use development concepts established in the previous master plans. Master Plan 2024 focuses on the continued development of Parafield Airport as a significant economic driver for northern Adelaide. It is Parafield Airport's primary planning document for the next eight years, as well as presenting the long-term strategic plans for the next 20 years.

Development of the Master Plan

PAL has undertaken extensive consultation throughout the preparation of the Master Plan 2024. This has included:

- The regular Planning Coordination Forum and Parafield Airport Consultative Committee meetings, which provide feedback on airport planning considerations throughout the development of the Master Plan document
- Briefings conducted with relevant state and local government authorities, aviation industry stakeholders and consultation groups
- Release of an exposure draft version of Master Plan 2024 to specific South Australian and Australian government agencies and key stakeholders.



Delivering Exceptional Outcomes

Parafield Airport Limited's (PAL) vision for Parafield Airport, as part of Adelaide Airport Limited, is to be:

**Everyone's Favourite Airport.
Seamless. Connected. Easy.**

To realise this vision, PAL will:

- Nurture strong relationships with stakeholders
- Promote the Northern Adelaide region
- Develop the expertise of its talented team
- Deliver safe, secure and sustainable facilities and services
- Strive for innovative solutions and continuous improvement
- Partner responsibly with the community.

Taking into account PAL's vision for the airport and key development focus areas, the following development objectives underpin the overall development plans in this Master Plan 2024. These objectives also guide specific future investments in facilities and infrastructure across the airport site.

Driving South Australia's Economy

Parafield Airport plays an essential role in the economic prosperity and development of Northern Adelaide and South Australia through employment and value-added production associated with the airport's aviation and non-aviation business activities.

In 2022, Parafield Airport supported 2,570 jobs and contributed an estimated \$354.8 million to South Australia's Gross State Product. The contribution of Parafield Airport to the Northern Adelaide Region is estimated to be 1,670 jobs and \$216.9 million towards the region's Gross Regional Product.

Going forward, the airport will continue to develop as a significant economic generator to Northern Adelaide and South Australia. Recognising the proposed developments over the 20-year planning period of the Master Plan 2024, it is forecast that by 2043 Parafield Airport will contribute \$740 million to Gross State Product, with an estimated 3,342 direct full-time jobs and 6,878 total jobs.

Development Objectives



Contribute to the economic growth of the Northern Adelaide region



Protect the safety and security of assets and people



Work with pilot training schools, general aviation industry, government, and the community



Deliver innovative solutions for all airport users



Embed sustainability in all that we do



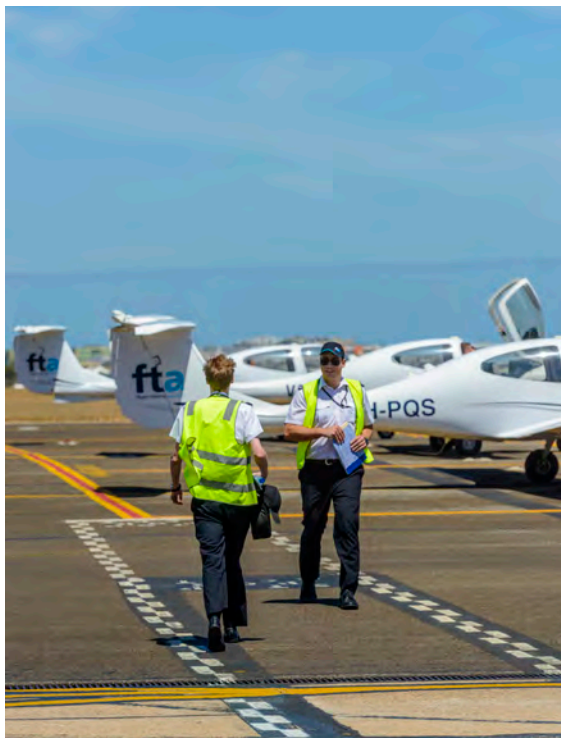
Deliver infrastructure to support operations and the commercial viability of the airport

Delivering on Our Promise

Parafield Airport has continued to evolve and develop in line with the requirements and opportunities identified in Master Plan 2017.

Many of the developments outlined in the previous Master Plan have been realised. Recent developments include a mix of aeronautical and non-aeronautical facilities, such as a new hangar for Aerotech, a new ambulance station for SA Ambulance Service, site redevelopment and, construction of the Parafield Service Centre which is anchored by Sydney Tools, RSEA Safety and KFC, relocation of the Rivergum Homes Display Centre, and repurposing the ex-Masters building for the HomeCo facility which includes Officeworks, Supercheap Auto, Tradezone and Tool Kit Depot. Construction of the District Outlet Centre within the Commercial Precinct is now complete, opening to the public on 1 July 2023. These offerings add to the commercial ecology at the airport and attract additional businesses and customers that are drawn to the strengths of the location.

Improvements to airfield infrastructure have also been completed, including a surface spray treatment of Runway 03R/21L, widening of Taxiway Sierra, and an expansion of the southern apron to accommodate additional aircraft parking.



Snapshot of Parafield Airport 2022



103 individual businesses



433 hectare site



Employment:

- Direct jobs - 1,249 FTEs.
- Induced jobs - 1,321



Added to SA state economy in 2022

- Airport Economic Activity – \$354.8 million
- Gross State Product – 0.3%



219,000 aircraft movements in 2022



4 runways



40% carbon emission reduction* in 2022

* Airports Carbon Accreditation for airport operations

Planning for Growth

Parafield Airport is one of the busiest general aviation airports in Australia. Aircraft movements are dominated by training for commercial pilots. There is a range of other general aviation activities that occur, such as aerial agriculture, aerial photography, search and rescue, firefighting support aircraft, and charter services.

Aircraft movement forecasts influence the development and timing of infrastructure. In 2022, there were 219,000 aircraft movements (including helicopters), down from almost 270,000 movements (including helicopters) in 2019 (pre-COVID pandemic). Aircraft movements at Parafield Airport are forecast to increase to 342,000 by 2043. The new forecast is consistent with Master Plan 2017 and we are not seeing any major changes, just consistent growth.

Aircraft Movements

**209,038 in 2022 to
~ 330,000 in 2043**

Helicopter Movements

**10,074 in 2022 to
~ 13,000 in 2043**

Electric Aircraft

Electric aircraft will play a vital role in reducing aviation carbon emissions in the future. The aviation industry has made exciting advancements in electric and hybrid aircraft technology in recent years, and aircraft operators at Parafield Airport are planning to take up electric or hybrid aircraft types when they become available due to their potential to reduce carbon-related emissions, aircraft noise and operating costs.

Electric and hybrid aircraft are generally quieter than current aircraft types, providing improved noise outcomes for the local community. The Master Plan 2024 considers the future use of electric and hybrid aircraft at Parafield Airport, with Parafield Airport Limited planning to invest in airport infrastructure to support new-generation quieter aircraft types as they become certified for use by the Australian Government and are acquired by local operators.

There are some challenges that must be overcome for electric aircraft to become a viable option for the general aviation industry. These limitations include the current battery technology which limits the distance and duration of flights, the requirement for large, specialised charging facilities at airports, aviation regulations and standards that do not take into account the specific characteristics of electric aircraft, and the higher costs associated with manufacturing and therefore purchasing electric aircraft.

The take-up of electric aircraft is expected to be at a faster rate for the pilot training sector, compared to other general aviation sectors. It is estimated that the proportion of flights by electric and hybrid aircraft types at Parafield Airport could increase from an estimated 17 per cent of total movements in 2031 to nearly 70 per cent in 2043.

Electric Aircraft

**0% in 2022
potential up to 70%
in 2043**

Sustainability the Core of Our Business

Sustainability is at the core of the way Parafield Airport does business and looks to develop into the future.

The airport has been established for nearly 100 years, and since 1998 has operated under a 50-year lease (with a further 49-year option) arrangement. The sustainable management and development of the airport is essential to ensuring that Parafield Airport can continue to operate and grow for the duration of the airport lease and beyond.

Parafield Airport Limited (PAL) is a sector leader in global airport sustainability and is committed to sustainable business practices to ensure a healthy and safe environment for employees, airport tenants, visitors and the community.

PAL has a Sustainability Policy and Corporate Sustainability Strategy that are the foundation for Parafield Airport's sustainability journey. Together, they provide a documented commitment to sustainability that is core to business planning, development and operations. A key objective is for PAL to integrate the principles of sustainable development and sustainable business practices into planning, design, construction and procurement.

In 2013, Parafield and Adelaide airports were the first airports in Australasia to receive Level 1 accreditation under the independently assessed global Airport Carbon Accreditation program. In 2015, Parafield Airport became the first general aviation airport to achieve Level 2 (Reduction) accreditation, and in 2017 achieved Level 3 (Optimisation) accreditation in recognition of the airport's success in reducing carbon emissions.

The ongoing work in the core areas of environment, social and governance has also been recognised through AAL achieving Asset Sector Leader status for Airports in the Global Real Estate Sustainability Benchmark (GRESB) Infrastructure Assessment in 2017 and 2018. The GRESB Asset Sector Leaders Award recognises outstanding leadership across the environment, social and governance elements of Adelaide and Parafield airports.

Parafield Airport also has an important role to play in the long-term sustainability of the aviation industry by providing airport facilities and an operational environment that continues to support world-standard pilot training activities.

Parafield Airport plays an essential role in the economic prosperity and development of Northern Adelaide and South Australia through creating jobs and supporting businesses

2022



2,570 Jobs
Total employment
(direct and indirect)



\$354.8m
to the South
Australian economy
0.3%
Gross State Product

2043 Forecast



6,878 Jobs
Total employment
(direct and indirect)



\$740m
to the South
Australian economy

Looking After the Environment

Parafield Airport Limited's (PAL) philosophy is to operate and develop Parafield Airport in accordance with the principles of sustainable development, recognising that the success of the airport can be enhanced by conducting business in a way that is environmentally, socially and economically responsible.

The new Environment Strategy for Parafield Airport is presented in the Master Plan 2024. It builds on the recent environmental commitments and achievements, and covers ground-based environmental aspects associated with the operation of Parafield Airport for the next eight years, including:

- Energy and climate change
- Ground based noise
- Land and heritage management
- Local air quality
- Soil and groundwater
- Stormwater and aquatic ecology
- Waste
- Water resources.

PAL is committed to the effective management of environmental impacts across the airport site. Central to PAL's environmental management is an Environmental Management System which conforms to the requirements of ISO 14001:2015 and provides a structure for planning, implementing, monitoring, reporting and reviewing environmental management at Parafield Airport.

Working With the Community

PAL is proud to take a strong leadership role in the community. As operator of one of the most significant business, training and employment precincts in the northern suburbs, PAL aims to provide support where it will generate a lasting benefit.

Direct investment into the local community has been an ongoing feature of PAL's approach. PAL has a social investment program that supports charities, community events and other not-for-profit organisations forming partnerships across various sectors including aviation, business and community development.

PAL is committed to continued engagement with Commonwealth, South Australian and local government authorities, aviation operators, airport tenants and the community through a range of techniques and forums. This includes the Parafield Airport Consultative Committee, Technical Working Group and Planning Coordination Forum which meet regularly to discuss airport and aviation issues affecting the community, local areas and the State.

Striving for Innovative Solutions

Technologies and other innovations will improve and optimise operations for both PAL and its tenants, both aeronautical and commercial. Thinking innovatively will deliver solutions that are right for Parafield Airport's aviation and commercial customers.

PAL continues to work with current and potential tenants to integrate innovative developments across the airport estate.

Technologies that may be considered in the future include infrastructure to support the transition to electric aircraft, support for emerging advanced air mobility technologies, such as electronic vertical take-off and landing aircraft and other crewed, uncrewed or automated aircraft that move people and cargo, and support for contemporary air navigation and air traffic management technology to reduce disruptions and improve useability of Parafield Airport.



It is forecast that the aviation industry will need to supply 602,000 commercial airline pilots between 2033 and 2041, with 41 per cent of these required for countries in Asia and Oceania

Supporting the Aviation Industry

Parafield Airport has been a pilot training base since 1927. There are a number of inherent advantages that make Parafield Airport ideal for pilot training, including the flight capacity and safety provided by Parafield Airport's parallel runway system configuration, proximity to surrounding aerodromes and wide range of navigation aids, and the moderate and generally stable weather conditions along with long day-light hours which maximise flight training opportunities throughout the entire year.

Over 90% of current air traffic movements at Parafield Airport are related to pilot training. The major flying schools at Parafield Airport have partnered with universities and TAFE colleges across Australia to deliver a range of tertiary courses in aviation. Commercial pilot training is also provided for a number of international airlines across the Asia and Oceania region, delivering relationship and reputation benefits for South Australia from supporting the training needs of major international airlines.

Providing World Class Training Facilities

Parafield Airport Limited (PAL) has a clear vision to develop Parafield Airport as an aviation training centre of excellence and a vibrant economic hub, recognised for its positive influence on the community and economy. As a major component of Australia's aviation training infrastructure, Parafield Airport has continued to develop aviation facilities that support efficient operations.

Parafield Airport has four runways – two parallel runways oriented north to south, and two parallel runways oriented east to west – and two helipads. The airfield infrastructure also includes taxiways, aircraft aprons and aircraft parking areas. Aircraft operations are supported by Airservices Australia's Air Traffic Control tower, a Bureau of Meteorology automatic weather station, navigation aids, and aviation fuel facilities.

Fundamental to the successful operation of Parafield Airport is the ongoing development of the airfield to meet the forecast demand in the future. PAL works closely with aircraft operators to make sure that the airfield infrastructure is fit for purpose.

The current runway and taxiway infrastructure is suitable to accommodate both existing and forecast long-term aircraft traffic. The airfield developments proposed in the Master Plan 2024 are either maintenance-driven (to extend the useable life of the infrastructure) or provide opportunity to improve efficiency. This includes surface spray treatments and re-sealing, an upgrade of the runway lighting for the main runway (03L/21R), and a taxiway extension. The Master Plan 2024 also plans for the future expansion of two of the three existing run-up bays (which enable aircraft engine run-up checks to be undertaken prior to departure) and construction of a new run-up bay, as well as potential helipad relocation.



Land Use Planning

Parafield Airport's proximity to the surrounding suburbs 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.

Land use and infrastructure decisions made both on and off the airport site can impact the ability of PAL to maintain and provide facilities which meet the capacity and regulatory expectations that come with operations at a busy general aviation and pilot training airport.

Planning for activities occurring on airport land is governed by Commonwealth legislation, with various strategic documents at the state and local government level influencing the current arrangements and future development of Parafield Airport.

The planning framework used to guide development at Parafield Airport considers the broad overarching desired outcomes for the airport site, while also enabling distinct outcomes to be achieved in particular locations.

Safeguarding Parafield Airport

The safety of aircraft operations to and from Parafield Airport, and the capacity of the airport to operate and respond to growing demand, can be directly impacted by inappropriate land use and activities that occur on the land surrounding the airport.

Long-term and effective protection and safeguarding of Parafield Airport is critical to ensuring ongoing aviation operations and safety. The safeguarding of the airport, which refers to measures taken to minimise inappropriate land uses and activities around an airport, is the shared responsibility of PAL and all levels of government.

The Parafield Airport Master Plan 2024 considers the National Airports Safeguarding Framework guidelines which seek to enhance the current and future safety, viability and long-term growth of aviation operations at Australian airports.

Protection of the airspace around Parafield Airport is critical to ensure safe and ongoing operations of the airport. This means that in certain areas around an airport there are restrictions on the height of buildings or structures, including cranes. There may also be restrictions on other activities that could pose a hazard to air navigation, such as those causing light reflection that could blind or confuse pilots, air turbulence, emissions (steam, gas, smoke, dust or other particular matter), or that could attract wildlife.

Commercial Developments

Parafield Airport is one of the largest private commercial land holdings within the northern Adelaide metropolitan area.

It is anticipated that Parafield Airport will continue to attract significant investment in industrial and commercial developments. The availability of large vacant landbanks at Parafield Airport, as well as the airport's geographical location and connectivity to major infrastructure, provide an opportunity to meet growing demand for industrial and commercial land in a manner that is aligned with both Adelaide and national trends. This includes demand for buildings with larger footprints and commercial offerings catering for specialised markets, such as defence and technology.

It is vital that developments at Parafield Airport are achieved in a manner that is compatible with adjacent land uses and without compromising the airport's operational integrity and economic viability. When planning for developments, PAL considers the suitability of the proposed development to surrounding uses, traffic generation, aviation impacts, environmental impacts as well as benefit to the local and state economy. The timing and scope of any future commercial developments at Parafield Airport are subject to a range of factors, including airport requirements, business viability, market demand and economic conditions.



Managing Aircraft Noise

Parafield Airport operates 24 hour per day, 7 days per week, and is regarded as South Australia's premier general aviation airport and a world standard international pilot training airport. Noise is an unavoidable by-product of aircraft operations.

In 2019, prior to the COVID-19 pandemic, there was an average of 738 flights per day and 965 flights on a busy day. In 2022 there was an average of 600 flights per day and 831 flights on a busy day. The majority of flights occur between 9.00 am and 5.00 pm.

The Master Plan 2024 outlines current and future aircraft noise exposure of areas surrounding Parafield Airport and details the airport's approach to aircraft noise management. Parafield Airport Limited (PAL) works with all levels of government, aircraft operators and the community to ensure measures are in place to manage aircraft noise.

Parafield Airport introduced its 'Fly Friendly' program in 2012 to manage aircraft noise exposure and its impact on the surrounding community. Aircraft operators are encouraged to adopt the Fly Friendly program when conducting training activities. Circuit training, which is repetitive touch-down and take-off operations for pilot training purposes, is restricted to 7.00am to 11.00pm Monday to Friday, 7.00am to 9.00pm on Saturday, and 8.30am to 9.00pm on Sunday. Circuit training is not permitted on Christmas Day or New Year's Day, or before 9.00am on Anzac Day.

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 and is used to provide guidance on the siting and construction of various types of development around an airport. A new ANEF that considers the operations of Parafield Airport to 2043 has been prepared for the Master Plan 2024.

When considering the forecast noise characteristics (2043 ANEF) against the current noise characteristics (2022 ANEF), the noise footprint expands slightly in all directions. This is also the case when comparing the 2037 ANEF and the new ANEF 2043, which has resulted in a reduction in areas located within the ANEF 20 contour to the north and south of the airport, while there is an expansion in areas located within this contour to the east and west. The changes arising through the 2043 ANEF is not the result of any significant change in the way aircraft will operate at Parafield. Rather, it is a result of more accurate modelling of current and future aircraft movements using improved data and through the use of new mandatory noise modelling software in the form of the Aviation Environmental Design Tool (AEDT).

Have Your Say

PAL's approach to consultation is focused on creating robust, transparent and collaborative communications, using creative, innovative and engaging techniques to interact with the community.

You can find out more about the Parafield Airport Preliminary Draft Master Plan 2024 by:

- Viewing a copy of the Preliminary Draft Master Plan 2024
 - Online at parafieldairport.com.au/masterplan
 - At the Parafield Airport Management Centre, Building 18, Tigermoth Lane, Parafield Airport, between 8.00 am to 4.00 pm Monday to Friday (public holidays excluded)
- Attending one of our Open Days to chat with the Parafield Airport team. Visit parafieldairport.com.au/masterplan to find out when and where you can attend an Open Day
- Visiting parafieldairport.com.au/masterplan to view fact sheets and other supporting information for key topics such as aircraft noise management, safeguarding airport operations, environmental management, land use and commercial development.

Stakeholder and community feedback is an important part of the Master Plan process. The Parafield Airport Preliminary Draft Master Plan 2024 is on public exhibition from 6 January 2024 for 60 business days until close of business on 4 April 2024.

PAL welcomes your feedback on the Preliminary Draft Master Plan 2024.

Public comment submissions must be received by **5.00pm, 4 April 2024**. When making a submission, be sure to include your name and address, and submit your comments via:

- Email: palmasterplan2024@aal.com.au
- Post: Master Plan 2024 Submissions, Parafield Airport Limited, Building 18, Tigermoth Lane, Parafield Airport SA 5106

All submissions received during this period will be considered, and where possible, PAL will incorporate the issues raised prior to submitting the Draft Master Plan to the Commonwealth Minister for Infrastructure for consideration.

Parafield Airport Limited
 Building 18 Tigermoth Lane
 Parafield Airport
 SA 5108

Phone: +61 8 8307 5700
www.parafieldairport.com.au



Have your say:

Have Your Say

Have Your Say On Parafield Airport's Future Plans

Your feedback is an important part of developing the Parafield Airport Master Plan 2024. The Preliminary Draft Master Plan 2024 is available for public review and comment until 5.00pm, Thursday 4 April 2024.

About the Master Plan

The Parafield Airport Master Plan 2024 outlines the vision for the growth of Parafield Airport over the next 20 years to support the continued growth of general aviation and the South Australian and local economy. It sets out the requirements for future facilities, infrastructure, environmental management, land and commercial development, ground transport and services that will ensure that the airport continues to deliver on investments to meet stakeholder needs.

Master Plan 2024 is the fifth master plan prepared by Parafield Airport Limited (PAL) for Parafield Airport. It builds on the aeronautical requirements, environmental management and land use development concepts established in the previous master plans and focuses on the continued development of Parafield Airport as a significant economic driver for northern Adelaide.

PAL, as the operator of Parafield Airport, is required to prepare a Master Plan in accordance with the Airports Act 1996 for approval by the Commonwealth government. The purpose of the Master Plan is to:

- Establish the strategic direction for efficient and economic development at the airport over the next 20 years
- Provide for the development of additional uses at the airport
- Indicate to the public the intended uses of the site
- Reduce potential conflicts between uses on-site, and to ensure that those uses are compatible with the areas surrounding the airport
- Ensure that all operations at the airport are undertaken in accordance with relevant environmental legislation and standards
- Establish a framework for assessing compliance at the airport with relevant environmental legislation and standards
- Promote the continual improvement of environmental management at the airport.

Making a submission

Stakeholder and community feedback is an important part of the Master Plan process and PAL welcomes your feedback on the Preliminary Draft Master Plan 2024. Public comment submissions must be received in writing by 5.00pm Thursday 4 April 2024. When making a submission, be sure to include your name and address, and submit your comments via:

- Email: palmasterplan2024@aal.com.au
- Post: Master Plan 2024 Submissions, Parafield Airport Management Centre, Building 18 Tigermoth Lane, Parafield Airport SA 5106

All submissions received during this period will be considered and, where possible, PAL will incorporate the issues raised prior to submitting the Draft Master Plan 2024 to the Commonwealth Minister for Infrastructure for their consideration. All submissions will be provided to the Commonwealth department as part of PAL's Draft Master Plan submission.



Development of the Master Plan

PAL has undertaken extensive consultation throughout the preparation of the Master Plan 2024. This has included:

- The regular Planning Coordination Forum and Parafield Airport Consultative Committee meetings, which provide feedback on airport planning considerations throughout the development of the Master Plan document
- Briefings conducted with relevant state and local government authorities, aviation industry stakeholders and consultation groups
- Release of an exposure draft version of Master Plan 2024 to specific South Australian and Australian government agencies and key stakeholders.

The Parafield Airport Preliminary Draft Master Plan 2024 is now released for a 60-business day public comment period. After this public comment period and relevant amendment to the document, a Draft Master Plan will be submitted for the consideration of the Federal Minister for Infrastructure, Transport, Regional Development and Local Government. Once approved, the Parafield Airport Master Plan 2024 will remain in force for a period of 8 years from the date of approval or until it is replaced by a new or revised plan and will be the primary planning document for Parafield Airport.

Find out more

PAL's approach to consultation is focused on creating robust, transparent and collaborative communications, using creative, innovative and engaging techniques to interact with the community. You can find out more about the Parafield Airport Preliminary Draft Master Plan 2024 by:

- Viewing a copy of the Preliminary Draft Master Plan 2024
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 - At the Parafield Airport Management Centre, Building 18, Tigermoth Lane, Parafield Airport, between 8.00am to 4.00pm Monday to Friday (public holidays excluded)
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- Visiting www.parafieldairport.com.au/masterplan to view fact sheets and other supporting information for key topics such as aircraft noise management, safeguarding airport operations, environmental management, land use and commercial development.



Electric Aircraft

Electric Aircraft

Electric aircraft will play a vital role in reducing aviation carbon emissions in the future.

The aviation industry has made exciting advancements in electric and hybrid aircraft technology in recent years, and aircraft operators at Parafield Airport are planning to take up electric or hybrid aircraft types when they become available.

Parafield Airport Limited is actively considering ways to invest in airport infrastructure to support new-generation electric aircraft types as they become certified for use by the Australian Government and are acquired by local operators.

In addition to the reduced carbon emission benefits, electric and hybrid aircraft are generally quieter than current aircraft types, providing improved noise outcomes for the local community.

The take-up of electric aircraft will take time. Industry wide and compared to other general aviation sectors, it is expected to be at a faster rate for the pilot training sector.

Electric aircraft are already being trialled at a number of airports around Australia. In June 2021, the flying school Eyre to There Aviation achieved a world endurance record for electric aircraft when it completed a 1,350km, 18 stop, flight that departed from Parafield Airport.



It is estimated that the proportion of flights by electric and hybrid aircraft types at Parafield Airport could increase from an estimated 17 per cent of total movements in 2031 to nearly 70 per cent in 2043.

Electric Aircraft

**0% in 2022 with potential
for up to 70% in 2043**

There are some challenges that must be overcome for electric aircraft to become a viable option for the general aviation industry. These limitations include

- the current battery technology which limits the distance and duration of flights,
- the requirement for large, specialised charging facilities at airports,
- aviation regulations and standards that do not take into account the specific characteristics of electric aircraft, and
- the higher costs associated with manufacturing and therefore purchasing electric aircraft.

South Australia may be home to Australia's first commercially produced electric aircraft. The E22 Spark is a two-seater aircraft with a flight time of up to 90 minutes, which could make it ideal for training purposes.



Exciting Developments

Exciting Developments

Economic Prosperity

Parafield Airport is one of the largest private commercial land holdings within the northern Adelaide metropolitan area.

Parafield Airport plays an essential role in the economic prosperity and development of Northern Adelaide and South Australia through employment and value-added production associated with the airport's aviation and non-aviation business activities.

In 2022, Parafield Airport supported 2,570 jobs and contributed an estimated \$354.8 million to South Australia's Gross State Product. The contribution of Parafield Airport to the Northern Adelaide Region is estimated to be 1,670 jobs and \$216.9 million towards the region's Gross Regional Product. Recognising the proposed developments over the 20-year planning period of the Master Plan 2024, it is forecast that by 2043 Parafield Airport will contribute \$740 million to Gross State Product, with an estimated 3,342 direct full-time jobs and 6,878 total jobs.

Development Opportunities

Parafield Airport Limited (PAL) continues to identify and leverage opportunities that add value to the airport's traditional aviation focused business activities by maximising the development of airport land not required for aeronautical purposes. Commercial development at Parafield Airport complements and enhances future airport operations, supports the delivery of a wide range of services and facilities demanded by airport users, and creates further employment opportunities.

Land use planning is a critical element of the Parafield Airport Master Plan 2024. It is vital that developments at Parafield Airport are achieved in a manner that is compatible with adjacent land uses and does not compromise the airport's operational integrity and economic viability.

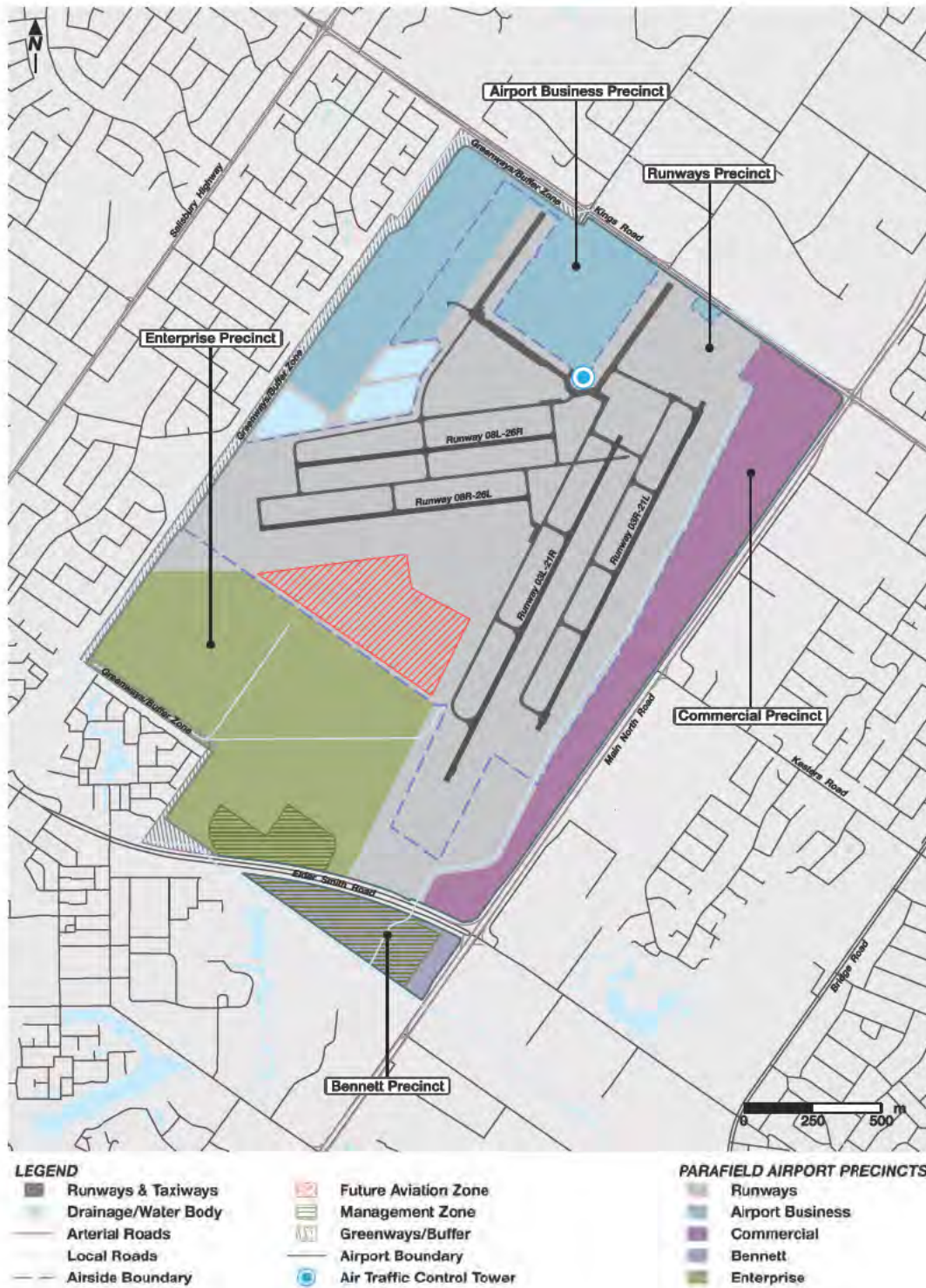
There are currently more than 103 businesses operating at Parafield Airport. Recent developments include a mix of aeronautical and non-aeronautical facilities, including a new ambulance station for SA Ambulance Service, site redevelopment and a new hangar for Aerotech, construction of the Parafield Service Centre which is anchored by Sydney Tools, RSEA Safety and KFC, relocation of the Rivergum Homes Display Centre, and repurposing the ex-Masters building for the HomeCo facility which includes Officeworks, Supercheap Auto, Tradezone and Tool Kit Depot. Construction of the District Outlet Centre is now complete and was followed by a successful opening on 1 July 2023.

PAL will continue to develop the airport land for both aviation and commercial activities that attract world class businesses, supporting employment and economic growth in Adelaide and South Australia.

The availability of large vacant landbanks at Parafield Airport, as well as the airport's geographical location and connectivity to major infrastructure, provide an opportunity to meet growing demand for industrial and commercial land in a manner that is aligned with both Adelaide and national trends. This includes demand for buildings with larger footprints and commercial offerings catering for specialised markets, such as defence and technology.

When planning for developments, PAL considers the suitability of the proposed development to surrounding uses, traffic generation, aviation impacts, environmental impacts as well as benefit to the local and state economy. The timing and scope of any future commercial developments at Parafield Airport are subject to a range of factors which are usually driven by market forces, including airport requirements, business viability, market demand and economic conditions.





Parafield Airport Precincts



Parafield Airport Precincts

The Parafield Airport site is comprised of five precincts. Each precinct has a range of current and planned land uses.

Runways Precinct

The Runways Precinct covers 222 hectares and is set aside primarily to support the operation and movement of aircraft and aviation-support activities, including runways, taxiways, aircraft parking areas, navigation aid, and aircraft hangars. A portion of this precinct is set aside for a future aviation zone which will accommodate operational activities, aviation-related support industries and associated facilities.

Airport Business Precinct

The Airport Business Precinct covers 68 hectares and is divided into 3 policy areas identified as;

- Aviation Related Activities Policy Area
- Flight Training Accommodation Policy Area
- Business Policy Area

The precinct has frontage to Kings Road to the north and the railway corridor to the west and supports the retention and further development of aviation activities whilst providing opportunities for additional commercial development to meet the needs of airport users and the wider community in appropriate locations.

Commercial Precinct

The Commercial Precinct is approximately 48 hectares and has frontage to Kings Road, Main North Road and Elder Smith Road. It caters for a range of commercial, service trade, large format retail and associated activities that benefit from the exposure and access to the adjacent roads.

Bennett Precinct

The Bennett Precinct covers 13 hectares and is separated from the rest of the airport site by Elder Smith Road and incorporates an environmental management zone comprising existing vernal pools in the north-west portion of the precinct. Future development will be compatible with the vernal pools, airport safeguarding and located fronting Main North Road.

Enterprise Precinct

The Enterprise Precinct is 82 hectares and has frontage to Elder Smith Road and the railway corridor. This precinct provides for a range of future commercial, industrial and logistic activities of varying scale. Consideration is also given to a potential future freight rail spur, parallel to the existing railway corridor. Recognising the connection between Parafield Airport and University of South Australia the Master Plan identifies the potential for tertiary education subject to required approvals.

Over the next eight years, it is anticipated:

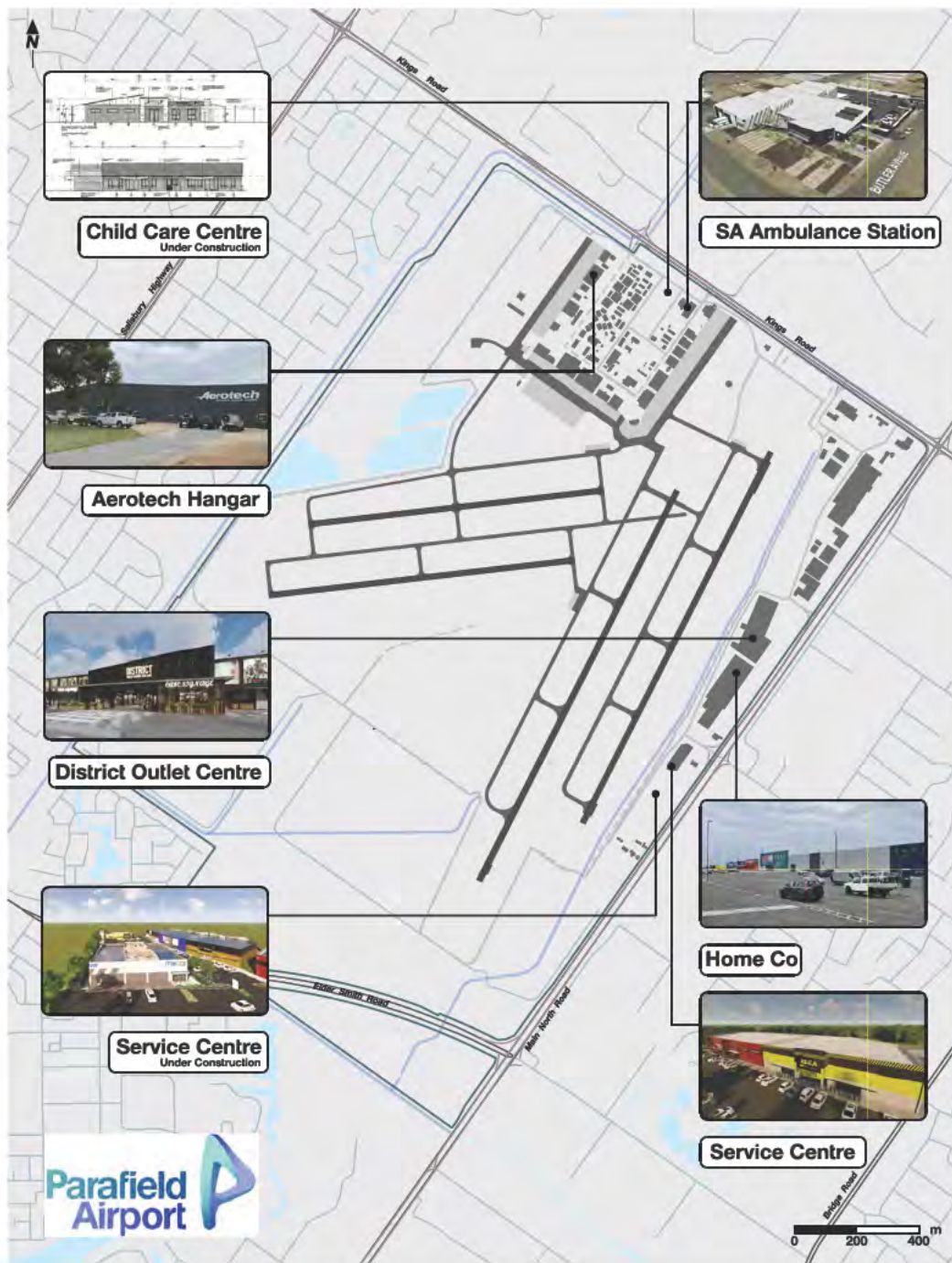
- Commercial development will continue within the Airport Business Precinct, including a childcare centre, the redevelopment of existing sites, and new developments occurring in the land adjacent to the railway line
- Industrial and commercial development will commence within the Enterprise Precinct
- Retail and commercial development will occur on the remainder of the developable land within the Commercial Precinct.

Off Airport Developments

Off airport developments must consider the National Airports Safeguarding Framework (NASF) guidelines which seeks to enhance the current and future safety, viability and long-term growth of aviation operations at Parafield Airport.

PAL will object to any developments that has the potential to impact on safe airport operations.

Recent Commercial Developments at Parafield Airport Precincts



Getting to and from the Airport

Getting To and From the Airport

Ground transport planning is essential to the development of Parafield Airport to ensure effective, safe and efficient access and connectivity for all users of the airport.

Parafield Airport is located approximately 18 km north of Adelaide CBD and is well connected to the metropolitan road and rail networks, with three major arterial roads bordering the airport and providing transport links to metropolitan and regional areas and an adjoining rail corridor.

Parafield Airport Limited (PAL) works closely with the South Australian government and surrounding local government authorities to ensure Parafield Airport's current and future operations are reflected in strategic network planning.

PAL continues to invest in new and improved ground transport facilities on airport to support growth in traffic demand as development continues.

Ongoing access to Parafield Airport

The requirement and timing for ground transport developments are informed by triggers such as new commercial development, capacity constraints resulting in delays, improved safety, new technologies and innovation, and viability of the proposed investment.

Infrastructure over the next eight years could include new and upgraded traffic intersections into the airport site, new internal roads to support development activities, and additional car parking.



Airport Transport Planning

Ground transport planning is essential to the development of Parafield Airport to ensure effective, safe and efficient access and connectivity for all users of the airport. Ground transport consists of roads for staff, visitors, public transport and cycleways.

Each day there are approximately 29,000 vehicle movements in and out of the airport. Further commercial development within the airport site will be the primary driver for an increase in vehicle traffic over the next 20-year period.

The majority of access to Parafield Airport is by private motor vehicle. PAL continues to monitor how people travel to and from the airport – including trends in the potential uptake of emerging transport technologies such as autonomous vehicles – in order to plan for and provide appropriate infrastructure.

Public Transport

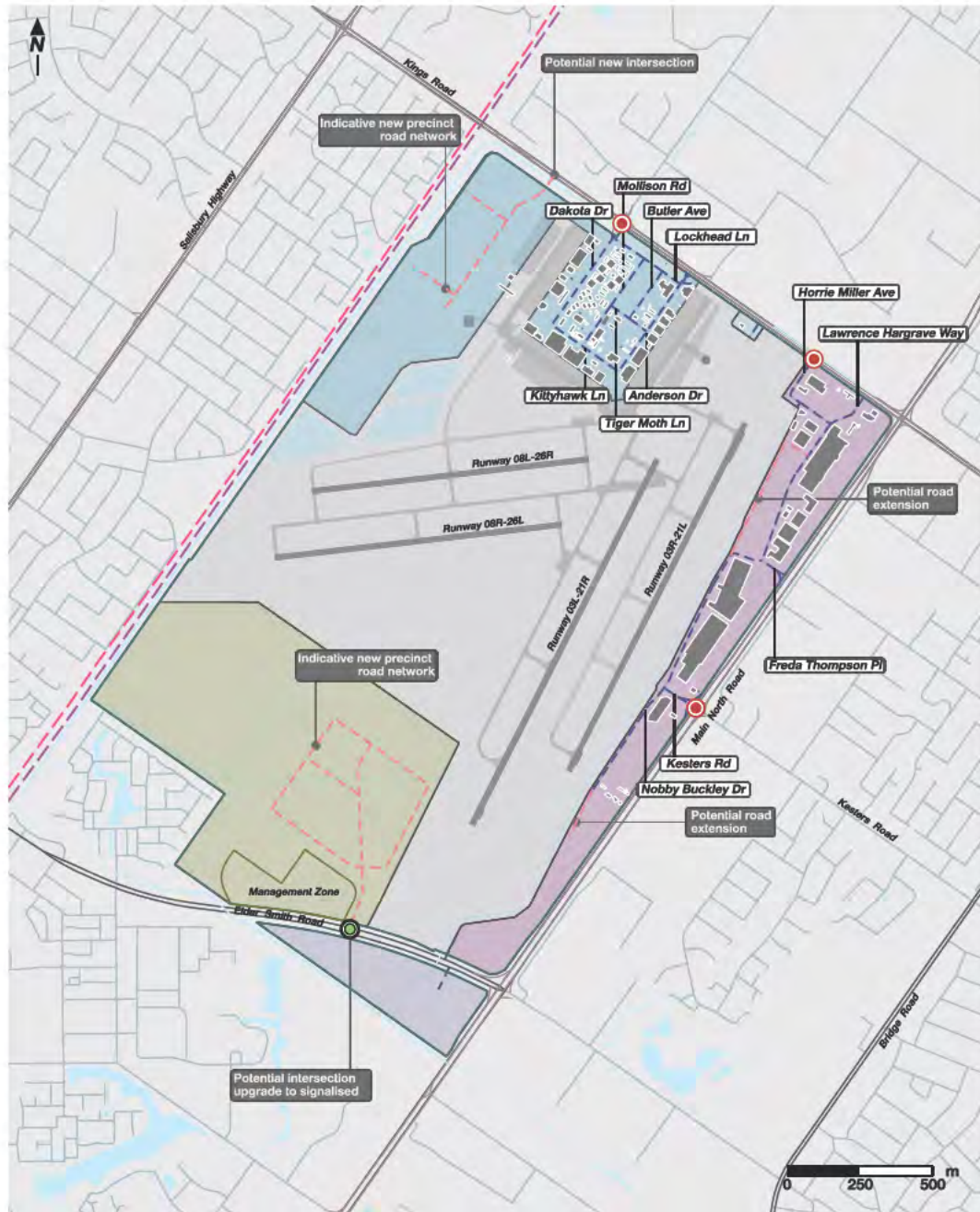
Public transport to Parafield Airport is primarily provided by passenger rail services along the Adelaide-Gawler rail line, which is located adjacent to the western airport boundary, and Adelaide Metro bus services passing the airport along Elder Smith Road and Main North Road.

PAL is committed to working with the South Australian government to ensure efficient, continued and improved public transport to the airport.

Active Travel

There are a series of cycling and walking paths within, around and connecting to the Parafield Airport site. These consist of off-road shared paths and on-road bicycle paths.

PAL continues to consult and work with relevant authorities to further explore and develop a suitable shared path network, with consideration of opportunities both within the airport site and within State and local government road reserves, which not only improves and promotes active travel to and from the airport but contributes to the broader network and community.



LEGEND

- | | |
|---------------------|-------------------|
| Airport Boundary | Arterial Roads |
| Runways | Local Roads |
| Taxiways/Aprons | Landside Roads |
| Buildings | Potential Roads |
| Drainage/Water Body | Management Zone |
| Railway (Metro) | Railway (Freight) |

- | | |
|--|-------------------|
| Existing Signalised Intersection | Precinct Boundary |
| Potential Future Signalised Intersection | |

PARAFIELD AIRPORT PRECINCTS

- | |
|------------------|
| Runways |
| Airport Business |
| Commercial |
| Bennett |
| Enterprise |

8-Year Ground Transport Plan



Managing Aircraft Noise

Managing Aircraft Noise

Parafield Airport has had a rich history of aviation. The airport site was selected in the early 1920s with first operations commencing in 1927. The airport has progressively developed to meet the growing aviation and pilot training needs of airlines throughout Australasia.

Parafield Airport operates 24 hour per day, 7 days per week, and is regarded as South Australia's premier general aviation airport and a world standard international pilot training airport.

During 2022, Parafield Airport managed approximately 4,200 aircraft movements every week, with the majority being pilot training flights. While most flights occur between 9.00am and 5.00pm, there are flights that operate during all times of the day. Flying at night is an important part of pilot training requirements.

Noise is an unavoidable by-product of aircraft operations. Parafield Airport Limited (PAL), as the airport operator, recognises the need to assist in managing aircraft noise for the surrounding communities by working closely with the aircraft operators (the generators of the noise) and Airservices Australia (the airspace manager).

Understanding Airport Noise

PAL works with all levels of government, aircraft operators and the community to ensure measures are in place to manage aircraft noise. The most effective means for reducing the impact of aircraft noise is through the effective long-term planning of land use for areas adjacent to the airport site.



Other programs in place to manage aircraft noise around Parafield Airport include:

- Encouraging aircraft operators to adopt the 'Fly Friendly' program, which seeks to manage aircraft noise exposure and its impact on the surrounding community
- Noise abatement and operational procedures for preferred runways and training circuit operations
- Working closely with the Commonwealth, South Australian and local governments
- Consulting and engaging with the local community
- Investing in airport infrastructure to support new-generation quieter aircraft, including electric-powered aircraft types.

Fly Friendly program

Parafield Airport introduced its 'Fly Friendly' program in 2012 to manage aircraft noise exposure and its impact on the surrounding community. Aircraft operators are encouraged to adopt the Fly Friendly program when conducting training activities. The Fly Friendly program is regularly reviewed. When safe to do so and/or under direction of Airservices Australia's Air Traffic Control, the main objectives of the Fly Friendly program are for pilots to:

- Climb to operating height as soon as possible
- Maintain operating height
- Reduce engine power as soon as possible
- Follow the promulgated flight paths
- Avoid residential areas if and where practicable
- Do not fly wide circuits - keep as narrow as possible
- Utilise low-powered descent approaches from training area to reduce noise.

Circuit training, which is repetitive touch-down and take-off operations for pilot training purposes, is restricted to 7.00am to 11.00pm Monday to Friday, 7.00am to 9.00pm on Saturday, and 8.30am to 9.00pm on Sunday. Circuit training is not permitted on Christmas Day or New Year's Day, or before 9.00am on Anzac Day.

Investing in Airport Infrastructure

The Parafield Airport Master Plan 2024 considers technologies and other innovations that will improve and optimise operations.

Technological advancements in aircraft technology have reduced aircraft fuel consumption, air pollution, and noise emissions significantly over the past 30 years and is expected to continue into the future. Technology is also expected to evolve to change how pilot training is conducted.

Changes in the next 20 years could include the use of sustainable biofuel, electric-powered aircraft, the introduction of air taxis and growth in aircraft drones.

Consultation with Local Communities

PAL continues to engage with local communities surrounding the airport through a range of committees and forums. Issues such as the management of the Fly Friendly program are regularly considered. Master planning, including the formulation of the Australian Noise Exposure Forecast and aircraft flight path improvements, are regularly discussed, including presentations from aircraft operators and Airservices Australia. Information about aircraft noise is published on the Parafield Airport website.

Airservices Australia has developed online systems to provide information to the community about nearby aircraft operations. WebTrak, available at airservicesaustralia.com/webtrak, provides information about individual flights for the past three months and allows users to submit aircraft noise enquiries and complaints. Aircraft operations for Parafield Airport can be viewed through the Adelaide area portal (noting that some operations for Parafield may not be displayed on WebTrak due to the technology on board the particular aircraft or the nature of the flight). Aircraft in Your Neighbourhood, available at [aircraftnoise.airservicesaustralia.com](https://airservicesaustralia.com/aircraftnoise) provides information about runway use and flight paths for Parafield Airport specific to a person's selected location, including frequency of flights by hour of day and aircraft altitude.

Electric Aircraft

Aircraft operators at Parafield Airport have expressed a strong intention to take up electric or hybrid aircraft types when they become available. As well as lower operational costs and reduced carbon-related emissions, electric and hybrid aircraft types also tend to be quieter. It is estimated that the proportion of movements by electric/hybrid aircraft types at Parafield Airport could reach nearly 70 per cent by 2043. While there are still many challenges to overcome for electric aircraft to become a viable option for the general aviation industry, PAL is working with local operators to plan for the future use of electric aircraft at Parafield Airport.



Australian Noise Exposure Forecast

The Australian Noise Exposure Forecast (ANEF) is the aircraft noise forecasting system that has been adopted in Australia for land use planning. The Airports Act 1996 requires each master plan to provide a new ANEF that is endorsed for technical accuracy by Airservices Australia.

The South Australian government considers the siting of new buildings and creation of new allotments within areas subject to particular ANEF values through a specific Aircraft Noise Exposure Overlay that is part of the State's comprehensive Planning and Design Code.

A new ANEF that considers the operations of Parafield Airport to 2043 has been prepared for the Master Plan 2024. Following engagement with South Australian and local governments, the Parafield Airport ANEF was endorsed for technical accuracy by Airservices Australia.

When considering the forecast noise characteristics (2043 ANEF) against the current noise characteristics (2022 ANEI), the noise footprint expands slightly in all directions. Although the changes over the 20-year period are relatively minor given the duration of time for growth, the forecast change in noise footprint can, without broader context, create the risk of community anxiety.

In addition, when comparing the 2043 ANEF against the current approved 2037 ANEF, there are changes in the shape of the forecast ANEF contours. The 2043 ANEF has a slight reduction in overall footprint and reduction in the extent of areas affected by forecast noise exposure to the north and south of the airport, while there are additional areas located within the ANEF 20 contour to the east and west.

The reason for these changes is attributed to:

- The use of a new noise modelling software in the form of the Aviation Environmental Design Tool (AEDT) as required by Airservices Australia (AsA) as opposed to the now superseded Integrated Noise Model (INM) which was used to prepare the 2037 ANEF.
- Improvements in the baseline data surrounding current operations and therefore corresponding improvements to the forecast assumptions.
- The runway use allocation across all four runway systems which are reflective of what is occurring today.
- The aircraft types and number of movements of each aircraft type in line with updated forecasts.
- The future helipad location which during the 20 period is planned to relocate to the centre of the airport from its current location in the north-west portion.

It is important to note that:

- There is a slight reduction in the forecast number of aircraft operating at Parafield Airport over the forecasted 20 year period, and a reduction in the number of jet aircraft movements, when comparing the draft 2043 ANEF with the previously approved 2037 ANEF.

Parafield Airport Precincts

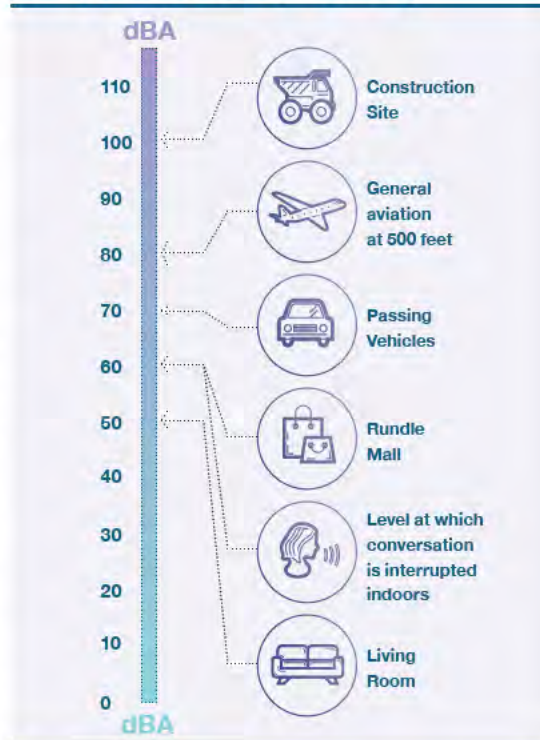
- There is no change to the capacity of airfield infrastructure.
- Parafield Airport has not proposed to undertake any substantial airfield works that would result in the accommodation of larger aircraft.
- Electric aircraft are not included in the ANEF as they do not currently operate at PAL and there is no certified training aircraft currently in commercial operations in Australia.

Describing aircraft noise

Aircraft noise is generated both by the aircraft's engines and by air passing over its airframe. Different models and sizes of aircraft produce different types and loudness of noise. These characteristics depend on the type of engine (propeller or jet), aerodynamic noise (affected by how modern the aerodynamic design is) and how the aircraft is flying (its speed and weight characteristics; how it takes off and lands).

Number-Above modelling is a frequency based metric that provides maps of areas that are likely to experience a predicted number of average daily noise events above a specified decibel level. The typical noise levels considered are 60 and 70 decibels. Number-Above contours have been prepared to show the areas expected to experience 100 or 200 average daily events above 60 decibels (N60=100 and N60=200) and 100 average daily events above 70 decibels (N70=100) for the forecast total number of aircraft movements that could occur at Parafield Airport in 2043.

Example Noise Levels (in decibels)



An outdoor noise level of 60 dBA is approximately 50 dBA indoors, with windows open to a normal extent, which is the approximate noise level that could cause sleep disturbance. An outdoor noise level of 70 dBA corresponds to a 60 dBA noise level indoors, which can disturb conversation or other indoor activities such as watching TV.



Parafield Airport Number-Above Contours 2043 Layout



Safeguarding the Airport

Safeguarding the Airport

'Safeguarding' refers to measures taken to minimise inappropriate land uses and activities around an airport.

The safety of aircraft operations to and from Parafield Airport, and the capacity of the airport to operate and respond to growing demand, can be directly impacted by inappropriate land use and activities that occur on the land surrounding the airport.

Long-term and effective protection and safeguarding of Parafield Airport is critical to ensuring ongoing aviation operations and safety. The safeguarding of the airport, which refers to measures taken to minimise inappropriate land uses and activities around an airport, is the shared responsibility of Parafield Airport Limited (PAL) and all levels of government.

The Parafield Airport Master Plan 2024 includes consideration of the National Airports Safeguarding Framework guidelines which seek to enhance the current and future safety, viability and long-term growth of aviation operations at Australian airports. These guidelines outline planning requirements for developments in the vicinity of airports that could affect aviation operations.

The responsibility for land use planning off-airport lies with both state and local government. In May 2012, the South Australian Government agreed to the National Airports Safeguarding Framework (NASF) and committed to implementation of NASF into state planning policies.

Protecting the Airport

Protection of the airspace around Parafield Airport is critical to ensure safe and ongoing operations of the airport. This means that in certain areas around an airport there are restrictions on the height of buildings or structures, including cranes. There may also be restrictions on other activities that could pose a hazard to air navigation, such as those causing light reflection that could cause confusion to pilots, air turbulence, emissions (steam, gas, smoke, dust or other particular matter), or that could attract wildlife. Certain planning restrictions on developments at the ends of runways may also apply which limits the number of people living, working and congregating in these areas.

PAL will work with development proponents to encourage developments that are consistent with the NASF, but cannot support developments which have the potential to impact the future capacity of safe operations of the airport.

PAL works closely with the Commonwealth, South Australian and local governments to ensure that activities and development in the areas surrounding the airport continue to protect the safe operation of aircraft.



National Airports Safeguarding Framework

The Master Plan has been prepared taking into consideration the National Airports Safeguarding Framework (NASF), guidelines to protect the ongoing operations of Australian Airports.

The Guidelines cover:

Guideline A: Measures for Managing Impacts of Aircraft Noise

Provides advice on the use of a complimentary suite of noise metrics, including the ANEF system and frequency-based noise metrics, to inform strategic planning and provide communities with comprehensive and understandable information about aircraft noise.

Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports

Presents a layered approach to the siting and design of buildings near runways to assist land use planners and airport operators to reduce the risk of building generated windshear and turbulence.

Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports

Provides advice to help protect against wildlife hazards originating off-airport.

Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation

Provides advice on the siting and safety management of these and similar structures.

Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports

Recognises the potential hazard of inappropriate lighting by specifying performance standards for lighting installations on and in proximity to airports.

Guideline F: Managing the Risk of Intrusions into the Protected Operational Airspace of Airports

Provides key advice to planners and decision makers about working within and around protected airspace and how the airspace can be better integrated into local planning processes.

Guideline G: Protecting Aviation Facilities – Communication, Navigation and Surveillance (CNS)

Provides guidance to assist land use planners at all levels of government when considering a particular development proposal or developing strategic planning frameworks and accompanying strategic land use plans. This Guideline also describes circumstances when consultation should occur with Airservices, CASA or the Department of Defence.

Guideline H: Protecting Strategically Important Helicopter Landing Sites

Applies to helicopter sites located off-airport and seeks to provide a consistent national approach for land use planning in the vicinity of these facilities.

Guideline I: Managing the Risk in Public Safety Areas (PSAs) at the Ends of Runways

Defines PSA's using risk-assessment models to determine acceptable levels of risk for given land uses. The risk considered is that of an aircraft crash which affects public safety.



Looking After the Environment

Looking After The Environment

Parafield Airport's vision and ongoing success is founded and maintained through innovation and sustainable growth in aviation and non-aviation facilities.

Parafield Airport Limited (PAL), as the airport operator, operates and develops Parafield Airport in accordance with the principles of sustainable development, recognising that the success of the airport can be enhanced by conducting business in a way that is environmentally, socially and economically responsible.

PAL integrates current and future environmental and social risks and opportunities through the implementation of a robust environmental management framework. This is critical in ensuring that the airport business thrives and is managed in a manner that can adapt and respond to changing demands.

Environment Strategy

PAL has developed a new Environment Strategy in accordance with the Airports Act 1996 and the Airports (Environmental Protection) Regulations 1997. This legislation establishes an environmental management regime that focuses on a cooperative approach, supporting and ensuring compliance with environmental standards at Australian leased airports.

The new Environment Strategy is presented in Master Plan 2024. It builds on the recent environmental commitments and achievements, and covers ground-based environmental aspects associated with the operation of Parafield Airport for the next eight years, including:

- [Energy and climate change](#)
- [Ground based noise](#)
- [Land and heritage management](#)
- [Local air quality](#)
- [Soil and groundwater](#)
- [Stormwater and aquatic ecology](#)
- [Waste management](#)
- [Water resources.](#)

This Environment Strategy includes the following:

- Environmental management objectives for Parafield Airport
- Current environmental status of the airport, including areas of environmental significance
- Sources of environmental impact associated with airport operations
- An outline of the proposed environmental studies, reviews and monitoring of current and future activities, and a timeframe for these studies to be conducted and reported on
- Proposed measures to prevent, control or reduce environmental impacts associated with airport operations and the timeframe for their completion
- Details and outcomes of consultation on the preparation of the strategy with stakeholders.

Key Achievements

PAL has delivered a number of significant environmental achievements since Master Plan 2017 that include:

- In 2017 and 2018, Adelaide Airport Limited (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 the outstanding leadership across the environment, social and governance elements of Adelaide and Parafield airports
- In 2017, Parafield Airport achieved Level 3 (Optimisation) accreditation through the global Airport Carbon Accreditation program in recognition of the airport's success in reducing carbon emissions
- In 2018, the Parafield Airport Heritage Centre was opened and houses historical accounts and memorabilia from South Australia's early aviation pioneers and Parafield Airport
- PAL purchased a full-electric plug-in Nissan Leaf vehicle in 2018 and installed two charging stations at the Airport Management Centre, including one for use by tenants and public visitors. The Nissan Leaf was replaced with a Mitsubishi petrol hybrid electric vehicle in 2022
- In 2018, AAL signed a \$50 million seven-year Sustainability Performance Linked Loan with ANZ – the first of its kind in Australia – on behalf of Adelaide and Parafield airports. The loan incentivises the Airport to further improve its performance against a set of environmental, social and governance criteria
- Energy-saving improvements were completed for a number of PAL-owned buildings, including a heating, ventilation and air conditioning system upgrade, solar photovoltaic system installation, and LED upgrade
- In 2020, Parafield Airport became the first Australian airport to develop a Climate Adaption Plan
- PAL developed a range of new management plans and tenant guidelines, including Ozone Depleting Substances Guidelines, Energy Efficiency Guidelines, and an Air Quality and Noise Management Plan.

Environment Management Framework

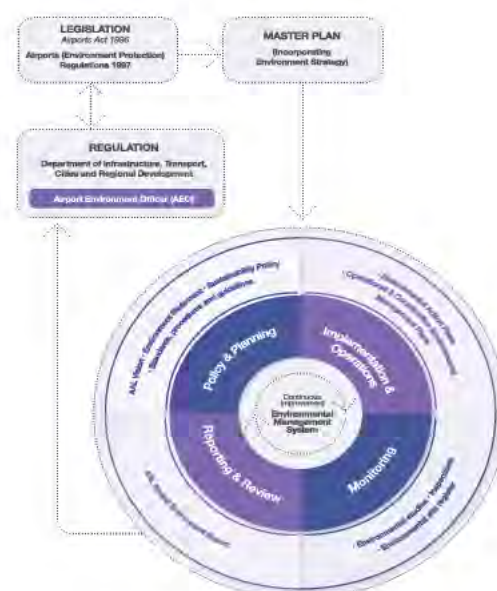
Environmental management at Parafield Airport is guided by the Environmental Management Framework. This Framework incorporates strategic policy and planning documents, as well as measures to comply with Commonwealth regulatory requirements.

Environment Management System

Central to PAL's environmental management is the Environmental Management System (EMS) which conforms to the requirements of ISO 14001:2015 and provides a structure for planning, implementing, monitoring, reporting and reviewing environmental management at Parafield Airport.

The EMS comprises four key areas which ensure a continuous improvement approach to environmental performance:

- Policy and planning
- Implementation and operation
- Checking and monitoring
- Reporting and review.



Parafield Airport Environment Management Framework

Environmental Key Objectives

Energy and climate change

- Support the aviation industry in its energy transition
- Measure and manage energy use, seeking opportunities to source cleaner and cost-effective, resilient alternatives
- Understand and mitigate physical and transitional climate risks, through active management of the airport's asset base

Water resources

- Smart use of water, improve efficiency and maximise opportunities for use of non-potable water

Stormwater and aquatic ecology

- Maintain and, where feasible, improve stormwater quality and aquatic ecosystems

Soil and groundwater

- Maintain and, where feasible, improve soil and groundwater quality

Ground based noise

- Ensure developments and airport activities comply with relevant ground-based noise regulations
- Proactively assess and manage potential ground-based noise exposure on the local community

Local air quality

- Ensure developments and airport activities comply with relevant air quality regulations
- Proactively assess and manage potential airport related air quality impacts on the local community

Waste management

- Reduce waste generation
- Increase reuse and recycling of products and materials
- Increase diversion of airport waste from landfill

Land and heritage management

- Minimising the risks presented by wildlife to aviation safety
- Promote communication and engagement with Kurna traditional custodians
- Monitor and manage the ecological values of the vernal pools



Sustainability is at the core of the way Parafield Airport does business

Sustainability is at the core of the way PAL does business and looks to develop into the future. Through regular dialogue with stakeholders, PAL constantly improves its ability to anticipate and react to economic, social, environmental, and regulatory changes as they arise. PAL's shareholders are actively tracking environment, social and governance factors through benchmarking standards and are correlating better financial performance with better environment, social and governance performance.

PAL continues on a journey of embedding a common and consistent language of sustainability, and efficiently and effectively demonstrating its governance and performance credentials through benchmarking and reporting.

PAL's Sustainability Policy and Corporate Sustainability Strategy are the foundation for Parafield Airport's sustainability journey. Together, they provide a documented commitment to sustainability that is core to business planning, development and operations. PAL is committed to sustainable business practices to ensure a healthy and safe environment for its employees, airport tenants and visitors, and the community.

The ongoing work in the core areas of environment, social and governance has been recognised through AAL achieving Asset Sector Leader status for Airports in the Global Real Estate Sustainability Benchmark (GRESB) Infrastructure Assessment in 2017 and 2018. The GRESB Asset Sector Leaders Award recognises outstanding leadership across the environment, social and governance elements of Adelaide and Parafield airports. In 2013, Parafield and Adelaide airports were the first airports in Australasia to receive Level 1 accreditation under the independently assessed global Airport Carbon Accreditation program run by Airports Council International. In 2015, Parafield Airport became the first general aviation airport to achieve Level 2 (Reduction) accreditation, and in 2017 achieved Level 3 (Optimisation) accreditation in recognition of the airport's success in reducing carbon emissions.

Parafield Airport also has an important role to play in the long-term sustainability of the aviation industry by providing airport facilities and an operational pilot environment that continues to support world-standard pilot training activities.



Parafield Airport has an electric vehicle charging station located for public use at the Airport Management Centre, Tigermoth Lane.

Frequently Asked Questions:

PARAFIELD AIRPORT MASTER PLAN 2024 FREQUENTLY ASKED QUESTIONS



What is a Master Plan?

Parafield Airport, as a federally-leased airport, is required by the *Airports Act 1996* to have a Master Plan that is approved by the Commonwealth government.

The purpose of the Master Plan is to:

- Establish the strategic direction for efficient and economic development at the airport over the next 20 years
- Provide for the development of additional uses at the airport
- Indicate to the public the intended uses of the site
- Reduce potential conflicts between land uses on-site, and to ensure that those uses are compatible with the areas surrounding the airport
- Ensure that all operations at the airport are undertaken in accordance with relevant environmental legislation and standards
- Establish a framework for assessing compliance at the airport with relevant environmental legislation and standards
- Promote the continual improvement of environmental management at the airport.

Parafield Airport must be operated and developed in accordance with the approved Master Plan.

Why does Parafield Airport need a new Master Plan?

The *Airports Act 1996* requires a new Master Plan to be prepared every eight years for Parafield Airport. Since the privatisation of Parafield Airport in 1998, a Master Plan has been prepared and subsequently approved by the Commonwealth government in 1999, 2004, 2012 and 2017.

The Parafield Airport Master Plan 2024 is the fifth Master Plan prepared by Parafield Airport Limited. It is consistent and builds on the aeronautical requirements, environmental management and land use development concepts established in the previous master plans.

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, Parafield Airport has regard for all comments and submits a revised plan called the Draft Master Plan to the Commonwealth Minister or Infrastructure, Transport, Regional Development and Local Government.

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

Who approves the Master Plan?

The Parafield Airport Master Plan is required to be approved by the Commonwealth Minister for Infrastructure, Transport, Regional Development and Local Government.

In deciding whether to approve or refuse the Master Plan, the Minister must have regard for:

- The extent to which the Master Plan achieves the purposes of a final master plan
- The extent to which carrying out the Master Plan would meet present and future requirements of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport
- The effect that carrying out the plan would be likely to have on the use of land within the airport

OFFICIAL

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site and in the areas surrounding the airport

- The consultations undertaken in preparing the Master Plan and the outcome of the consultations
- The views of the Civil Aviation Safety Authority and Airservices Australia regarding the safety aspects and operational aspects of the Master Plan.

Who owns Parafield Airport?

Parafield Airport is located on land owned by the Commonwealth of Australia.

Parafield Airport is operated by Parafield Airport Limited (PAL). PAL is a wholly owned subsidiary of Adelaide Airport Limited (AAL) which purchased the operating leases for Adelaide and Parafield airports from the Commonwealth, in May 1998, to operate both airports for the next 50 years with an option 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.

The shareholder equity of AAL comprises nearly 84 per cent superannuation funds. 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 Parafield Airport.

Are there any significant changes from the previous Master Plan?

Since the Parafield Airport Master Plan 2017, there has been progress in terms of aeronautical and non-aeronautical infrastructure development. This Master Plan 2024 builds on this progress, with no significant deviations from previous plans.

Since Master Plan 2017 additional changes include:

- The Parafield Airport Master Plan is now reviewed and updated every eight years (previously every five years)
- The land use plan described in this Master Plan 2024 has evolved, with the following changes:
 - o Updating the structure of precinct land use plans, categories of development tables, and procedural approach to bring the land use plan into alignment (where feasible) with the changes to the South Australian planning system made in 2021.
 - o Inserting new Policy Areas within the Airport Business Precinct which delineate specific areas and provide additional protection and expansion of aviation interests
 - o Renaming the Airport (Parafield) Zone to the Parafield Airport Estate
 - o Reflecting amendments made in the Environment Strategy (Section 14) related to the future management of the vernal pools located in the Bennett and Enterprise Precincts.
- Previous Parafield Airport master plans, including Master Plan 2017, identified that long term future demand may require Code 3C aircraft to be accommodated through the extension and widening of existing runway 03L/21R. Following updates to the Part 139 (Aerodromes) Manual of Standards in 2020, upgrades to cater for Code 3C aircraft would impact Taxiway B and the secondary runway system. Therefore, PAL continues to plan for the ability to adapt the airfield infrastructure to cater for Code 3C aircraft, however this is anticipated to be outside of the 20-year planning period of this Master Plan.
- As required by the Airports Act 1996 a new Australian Noise Exposure Forecast (ANEF) has been included which was technically endorsed by AirServices Australia on 14 December 2023.
- This Environment Strategy builds on Parafield Airport's recent environmental commitments and achievements as well as the previous Environmental Strategy that was approved in 2017.

What has been done at Parafield Airport since Master Plan 2017?

Parafield Airport has continued to evolve and develop in line with the requirements and opportunities identified in Master Plan 2017.

Many of the developments outlined in the previous Master Plan have been realised. Recent developments include a mix of aeronautical and non-aeronautical facilities, such as the new ambulance station for SA Ambulance Service, site redevelopment and a new hangar for Aerotech, construction of the Parafield

Service Centre which is anchored by Sydney Tools, RSEA Safety and KFC, relocation of the Rivergum Homes Display Centre, and repurposing the ex-Masters building for the HomeCo facility which includes Officeworks, Supercheap Auto, Tradezone and Tool Kit Depot. The new District Outlet Centre, featuring 55 retail shops and a food court, opened in July 2023. These offerings add to the commercial ecology at the airport and attract additional businesses and customers that are drawn to the strengths of the location.

Improvements to airfield infrastructure have also been completed, including a surface spray treatment of Runway 03R/21L, widening of Taxiway Sierra, and an expansion of the southern apron to accommodate additional aircraft parking.

The ground transport network within the airport site has been improved by extensions to Nobby Buckley Drive, including a new roundabout. The South Australian government has made improvements to the external network through widening of Main North Road, including a dedicated bicycle lane, and upgrade of the Main North Road and Kings Road intersection.

What other planning and development requirements control Parafield Airport's development?

Approval of the Master Plan does not automatically constitute approval of subsequent developments. All development on airport land is subject to building approvals consistent with the provisions of the Airports (Building Control) Regulations 1996.

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 1996* 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, Regional Development, Communications and the Arts (DITRDCA) and are independent of PAL. In addition PAL's consent is required prior to ABC approval.

What new development is being planned at Parafield Airport?

Parafield Airport occupies a site of approximately 433 hectares and is one of the largest private commercial land holdings within the northern Adelaide metropolitan area.

Over 103 businesses currently operate from Parafield Airport, including pilot training and aviation support operations, as well as commercial businesses and retail hubs located within the commercial estate.

PAL continues to identify and leverage opportunities that add value to the airport's traditional aviation focused business activities by maximising the development of airport land not required for aeronautical purposes. This development complements and enhances future airport operations, supports the delivery of a wide range of services and facilities needed by airport users, and creates further employment opportunities.

It is anticipated that Parafield Airport will continue to attract significant investment in industrial and commercial developments. The availability of large vacant landbanks at Parafield Airport, as well as the airport's geographical location and connectivity to major infrastructure provides an opportunity to meet growing demand for industrial and commercial land in a manner that is aligned with both Adelaide and national trends. This includes demand for buildings with larger footprints and commercial offerings catering for specialised markets, such as defence and technology.

Aircraft operations will be supported through a range of developments that will improve airfield efficiency and extend the usable life of the infrastructure. This includes surface spray treatments and resealing of taxiways and runways, an upgrade of the main runway lighting, expansion of run-up bays (which enable engine run-up checks to be completed prior to a flight) and construction of a new-run bay, installation of electrical services to support electric aircraft operations, expansion of aircraft parking areas, and the potential relocation of helipad facilities.

The ground transport network is planned to be improved through new internal roads to support commercial developments, a new intersection on Kings Road, signalisation of the Elder Smith Road intersection and the existing Kings Road intersection, and a further extension of Nobby Buckley Drive.

How does Parafield Airport support the community?

PAL is proud to take a strong leadership role in the community. As operator of one of the most significant business, training and employment precincts in the northern suburbs, PAL aims to provide support where it will generate a lasting benefit.

Direct investment into the local community has been an ongoing feature of PAL's approach. PAL has a social investment program that supports charities, community events and other not-for-profit organisations forming partnerships across various sectors including aviation, business and community development.

Parafield Airport plays an essential role in the economic prosperity and development of Northern Adelaide and South Australia through employment and value-added production associated with the airport's aviation and non-aviation business activities.

In 2022, Parafield Airport supported 2,570 jobs and contributed an estimated \$354.8 million to South Australia's Gross State Product. The contribution of Parafield Airport to the local Northern Adelaide Region is estimated to be 1,670 jobs and \$216.9 million towards the region's Gross Regional Product.

PAL is committed to continued engagement with Commonwealth, South Australian and local government authorities, aviation operators, airport tenants and the community through a range of techniques and forums. This includes the Parafield Airport Consultative Committee, Technical Working Group and Planning Coordination Forum which meet regularly to discuss airport and aviation issues affecting the community, local areas and the State.

How does Parafield Airport look after the environment?

PAL operates and develops Parafield Airport in accordance with the principles of sustainable development, recognising that the success of the airport can be enhanced by conducting business in a way that is environmentally, socially and economically responsible.

PAL integrates current and future environmental and social risks and opportunities through the implementation of a robust environmental management framework. This is critical in ensuring that the airport business thrives and is managed in a manner that can adapt and respond to changing demands.

PAL is committed to the effective management of environmental impacts across the airport site. Central to PAL's environmental management is an Environmental Management System which conforms to the requirements of ISO 14001:2015 and provides a structure for planning, implementing, monitoring, reporting and reviewing environmental management at Parafield Airport.

PAL has developed a new Environment Strategy which builds on recent environmental commitments and achievements, and covers ground-based environmental aspects associated with the operation of Parafield Airport for the next eight years, including:

- Energy and climate change
- Ground based noise
- Land and heritage management
- Local air quality
- Soil and groundwater
- Stormwater and aquatic ecology
- Waste
- Water resources.

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

PAL has delivered a number of significant environmental achievements since Master Plan 2017 that include:

- In 2017 and 2018, Adelaide Airport Limited (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 the outstanding leadership across the environment, social and governance elements of Adelaide and Parafield airports
- In 2017, Parafield Airport achieved Level 3 (Optimisation) accreditation through the global Airport Carbon Accreditation program in recognition of the airport's success in reducing carbon emissions
- In 2018, the Parafield Airport Heritage Centre was opened and houses historical accounts and memorabilia from South Australia's early aviation pioneers and Parafield Airport
- PAL purchased a full-electric plug-in Nissan Leaf vehicle in 2018 and installed two charging stations at the Airport Management Centre, including one for use by tenants and public visitors. The Nissan Leaf was replaced with a Mitsubishi petrol hybrid electric vehicle in 2022
- In 2018, AAL signed a \$50 million seven-year Sustainability Performance Linked Loan with ANZ – the first of its kind in Australia – on behalf of Adelaide and Parafield airports. The loan incentivises AAL to further improve its performance against a set of environmental, social and governance criteria
- Energy-saving improvements were completed for a number of PAL-owned buildings, including a heating, ventilation and air conditioning system upgrade, solar photovoltaic system installation, and LED upgrade
- In 2020, Parafield Airport became the first Australian airport to develop a Climate Adaption Plan
- PAL developed a range of new management plans and tenant guidelines, including Ozone Depleting Substances Guidelines, Energy Efficiency Guidelines, and an Air Quality and Noise Management Plan.

How does PAL plan for future aviation needs?

Fundamental to the successful operation of Parafield Airport is the ongoing development of the airfield to meet the forecast demand in the future. The airfield is the area of the airport used for aircraft operations. It includes the runways, taxiways, aprons and parking stands.

The number of annual aircraft movements forecast by 2043 is predicted to increase by 27 per cent based on actual aircraft movements in 2019, and nearly 55 per cent based on the movement forecast for 2023. Parafield Airport Limited (PAL) has considered these forecast increases and planned for the development of aviation infrastructure to enable the growth in aircraft movements to occur in a well-planned and efficient manner.

- The existing runway system provides sufficient capacity to handle the forecast volumes of air traffic up to and beyond the 20-year planning horizon of this Master Plan 2024
- The first eight years of the Master Plan, to 2031, will focus on expansion of airfield infrastructure to improve efficiency, working to a staged program of development
- Areas to the west of the existing apron area will be retained for further aircraft parking and provision of additional aviation related support industries, such as hangars
- Opportunities to improve helicopter operations and facilities are proposed over the 20-year planning horizon
- New technologies, such as electric aircraft, will require electrical services to be provided within apron areas for charging batteries.

The need to construct new, extend or improve airfield infrastructure will be implemented as triggers are approached defined by future growth and consultation with relevant authorities and airport users.

PAL will continue to monitor emerging technologies. Adaptable staging and timing of infrastructure investment allows PAL to consider and respond to opportunities for incorporating innovative and sustainable options.

Why does Parafield Airport operate 24/7?

Parafield Airport is one of the busiest general aviation airports in Australia. Over 90 per cent of current air traffic movements at Parafield Airport are related to pilot training. There are a range of other general aviation activities that occur, such as aerial agriculture, aerial photography, search and rescue, firefighting support aircraft, and charter services.

While the majority of flights occur between 9.00 am and 5.00 pm, there will be some aircraft operations at more sensitive times of the day. Circuit training, which is repetitive touchdown and take-off operations for pilot training purposes, is required to be conducted in both daylight and night-time hours. Circuit training hours are voluntarily restricted as part of the Parafield Airport Fly Neighbourly program. Other non-training general aviation flights can access the airport at any time of the day.

Why is pilot training at Parafield Airport so important?

Parafield Airport has been a pilot training base since the airport was opened in 1927.

There are a number of inherent advantages that make Parafield Airport ideal for pilot training, including the flight capacity and safety provided by Parafield Airport's parallel runway system configuration, proximity to surrounding aerodromes and wide range of navigation aids, and the moderate and generally stable weather conditions along with long day-light hours which maximise flight training opportunities throughout the entire year.

The major flying schools at Parafield Airport have partnered with universities and TAFE colleges across Australia to deliver a range of tertiary courses in aviation. Commercial pilot training is also provided for a number of international airlines across the Asia and Oceania region, delivering relationship and reputation benefits for South Australia from supporting the training needs of major international airlines.

The 2022 Boeing Pilot and Technician Outlook forecasts that between 2022 and 2041, the aviation industry will need to supply 602,000 commercial airline pilots with 41 per cent of these required for countries in Asia and Oceania. The training schools at Parafield Airport will play an important role in providing some of the training needed to support the Australian and worldwide aviation industry into the future.

PAL has a clear vision to develop Parafield Airport as an aviation training centre of excellence and a vibrant economic hub, recognised for its positive influence on the community and economy. As a major component of Australia's aviation training infrastructure, Parafield Airport has continued to develop aviation facilities that support efficient operations.

Will aircraft movements increase?

In 2022, there were 219,000 aircraft movements, down from almost 270,000 movements in 2019 (pre-COVID pandemic).

The impact of the COVID-19 pandemic on the aviation industry has been significant. Due to the Australian and South Australian border closures and lengthy lockdown periods, International student pilots were unable to travel to Australia, and aircraft were also not being flown to save on operating costs, such as fuel, maintenance and airfield and navigation charges.

The flying schools at Parafield Airport returned to normal student capacity and training operations in mid-January 2023.

Aircraft movements at Parafield Airport are forecast to increase to 342,000 by 2043. This is similar to the 20-year central forecast in Master Plan 2017, where it was predicted that 339,000 would operate in 2036.

When will electric aircraft operate at Parafield Airport?

The aviation industry has made exciting advancements in electric and hybrid aircraft technology in recent years, but it does come with challenges that must be overcome for electric aircraft to become a viable option for the general aviation industry. Aircraft operators at Parafield Airport have expressed a strong

intention to take up electric or hybrid aircraft types when they become available due to the potential to reduce carbon-related emissions, aircraft noise and operating costs. It is estimated that electric aircraft could make up nearly 70 per cent of aircraft movements at Parafield Airport by 2043.

How is aircraft noise being managed?

Noise is an unavoidable by-product of aircraft operations. As the airport operator, PAL recognises the need to assist in managing aircraft noise for the surrounding communities by working closely with the aircraft operators (the generators of the noise) and Airservices Australia (the airspace manager).

PAL works with all levels of government, aircraft operators and the community to ensure measures are in place to manage aircraft noise. The most effective means for reducing the impact of aircraft noise is through the effective long-term planning of land use for areas adjacent to the airport site. Other programs in place to manage aircraft noise around Parafield Airport include:

- Encouraging aircraft operators to adopt the 'Fly Friendly' program, which seeks to manage aircraft noise exposure and its impact on the surrounding community
- Noise abatement and operational procedures for preferred runways and training circuit operations
- Working closely with the Commonwealth, South Australian and local governments to ensure land uses around the airport are compatible with airport operations.
- Consulting and engaging with the local community to consider areas of improvements
- Investing in airport infrastructure to support new-generation quieter aircraft, including electric-powered aircraft types.

More information about the Fly Neighbourly program how Parafield Airport operates is available through our Community Information Brochure.

What is the Australian Noise Exposure Forecast (ANEF)?

The Australian Noise Exposure Forecast (ANEF) system is the aircraft noise exposure forecasting system 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 in December 2023. 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.

The previous ANEF for Parafield Airport was modelled using the United States Federal Aviation Administration's (FAA) Integrated Noise Model (INM Version 7.0d). The INM software has since been replaced by the AEDT. While the underlying calculation of noise exposure in the AEDT remains similar to INM, the AEDT improves the accuracy of noise modelling through updated aircraft performance and noise data, inclusion of helicopter taxiing operations, more precise modelling of lateral attenuation (noise to the side) for aircraft with fuselage mounted engines, and a new method for airport-specific weather data (temperature, atmospheric pressure, relative humidity, and wind that reflects the best available science. As a result, even with the same inputs the ANEF contours will differ slightly between the INM and AEDT models.

What do the changes to the Australian Noise Exposure Forecasts (ANEF) mean to me?

There have been no changes to published flight paths since Master Plan 2017.

The location of the ANEF 20 contour for the 2043 ANEF is similar to the previous 2037 ANEF as well as the 2022 ANEF. In comparison to the 2037 ANEF, the 2043 ANEF has retracted slightly to the north and south and extended to the east and west.

These changes are attributed to updates to:

- The use of a new noise modelling software in the form of the Aviation Environmental Design Tool (AEDT) as required by Airservices Australia (ASA) as opposed to the now superseded Integrated Noise Model (INM) which was used to prepare the 2037 ANEF.
- Improvements in the baseline data surrounding current operations and therefore corresponding improvements to the forecast assumptions.
- The runway use allocation across all four runway systems which are reflective of what is occurring today.
- The aircraft types and number of movements of each aircraft type in line with updated forecasts.
- The future helipad location which during the 20 period is planned to relocate to the centre of the airport from its current location in the north-west portion.

It is important to note that:

- There is a slight reduction in the forecast number of aircraft operating at Parafield Airport over the forecasted 20 year period, and a reduction in the number of jet aircraft movements, when comparing the draft 2043 ANEF with the previously approved 2037 ANEF.
- There is no change to the capacity of airfield infrastructure.
- Parafield Airport has not proposed to undertake any substantial airfield works that would result in the accommodation of larger aircraft.

The *Airports Act 1996* considers the ANEF 30 contour and above to be significant ANEF levels. There are no residential dwellings located within the 2043 ANEF 30 or 35 contours. The ANEF 35 contour is within the airport site and the majority of the ANEF 30 contour is within the airport site.

When considering the development of land for residential purposes within the ANEF 20 to ANEF 30 contour band, there are only minor implications. For a typical single storey detached dwelling, there are no additional planning controls that would limit development for this purpose. When considering the building regulations, there would be a need to undertake additional acoustic treatments to meet the requirements of the State Government's Ministerial Building Specification, however these additional treatments are not anticipated to add a great deal of cost to any project.

PAL continues to work with all levels of government, aircraft operators and community to manage aircraft noise exposure, with particular focus on areas within the ANEF 30 and above contours.

What is the Number-Above contours?

To inform the community of current and future noise exposure, Number-Above contours are prepared to identify the frequency of aircraft noise events above a specified decibel threshold. N60 contours are included in this Master Plan to show the number of average daily noise events above 60 decibels (dBA) caused by over-flying aircraft.

The typical noise levels considered are 60 and 70 decibels (dBA) as recommended by the National Airports Safeguarding Framework (NASF) Guideline A – Measures for Managing Impacts of Aircraft Noise.

An outdoor noise level of 60 dBA is approximately 50 dBA indoors, with windows open to a normal extent, which is the approximate noise level that could cause sleep disturbance. An outdoor noise level of 70 dBA corresponds to a 60 dBA noise level indoors, which can disturb conversation or other indoor activities such as watching television.

How can I find out more about the new Master Plan?

You can find out more about the Parafield Airport Preliminary Draft Master Plan 2024 by:

- Viewing a copy of the Preliminary Draft Master Plan 2024
 - online at www.parafieldairport.com.au/community/publications/parafield-airport-master-plan
 - at the Parafield Airport Management Centre, Building 18 Tigermoth Lane, Parafield Airport between 8.00am to 5.00pm Monday to Friday (public holidays excluded)
 - at the City of Salisbury, 34 Church Street, Salisbury SA 5108

- Attending one of our Open Days to chat with the Parafield Airport team. Visit www.parafieldairport.com.au/community/publications/parafield-airport-master-plan to find out when and where you can attend an Open Day
- Visiting www.parafieldairport.com.au/community/publications/parafield-airport-master-plan to view fact sheets and other supporting information for key topics such as aircraft noise management, safeguarding airport operations, environmental management, land use and commercial development.

How can I provide feedback on the new Master Plan?

Stakeholder and community feedback is an important part of the Master Plan process. The Parafield Airport Preliminary Draft Master Plan 2024 is on public exhibition from 6 January 2024 for 60 business days until COB on 4 April 2024.

PAL welcomes your feedback on the Preliminary Draft Master Plan 2024. Public comment submissions must be received by 5.00pm on 4 April 2024. When making a submission, be sure to include your name and address, and submit your comments via:

- Email: palmasterplan2024@aal.com.au
- Post: Master Plan 2024 Submissions, Parafield Airport Limited, Building 18, Tigermoth Lane Parafield Airport SA 5106

All submissions received during this period will be considered, and where possible, PAL will incorporate the issues raised prior to submitting the Draft Master Plan 2024 to the Commonwealth Minister for Infrastructure for their consideration.

How can I find out when the new Master Plan is approved?

Following approval of the new Master Plan by the Commonwealth Minister, PAL will:

- Publish a newspaper notice advising that the Parafield Airport Master Plan 2024 has been approved
- Make copies of the approved Master Plan 2024 available for inspection and purchase at Parafield Airport
- Provide an electronic copy of the approved Master Plan for viewing and download on the Parafield Airport website, www.parafieldairport.com.au/community/publications/parafield-airport-master-plan

You can also stay informed by following the Parafield Airport facebook account, <https://www.facebook.com/ParafieldAirport>

Display Boards



Parafield Airport Limited has a clear vision to develop Parafield Airport as an aviation training centre of excellence and a vibrant economic hub.

MASTER PLAN 2024 OVERVIEW

The Parafield Airport Master Plan 2024 outlines the vision for the development of Parafield Airport over the next 20 years with a detailed focus on the next 8 years.

It sets out the vision for the development of Parafield Airport to support aviation activities, commercial development, environmental management and infrastructure delivery.

Development objectives:

- Contribute to the economic growth of the Northern Adelaide region
- Work with pilot training schools, general aviation industry, government, and the community
- Embed sustainability in all that we do
- Protect the safety and security of assets and people
- Deliver infrastructure to support operations and the commercial viability of the airport
- Deliver innovative solutions for all airport users

Parafield Airport

DRIVING NORTHERN ADELAIDE AND SOUTH AUSTRALIA'S ECONOMY

Parafield Airport plays an essential role in the economic prosperity and development of Northern Adelaide and South Australia through employment and value-added production associated with the airport's aviation and non-aviation business activities.

Since 2018:

Employment:
Up 5% to 2,570 jobs
Economic contribution:
Up \$92m (35%) to \$354.8m

2043 forecasts:

Employment:
6,878 jobs
Economic contribution:
\$740m to the State economy

Parafield Airport plays an essential role in the economic prosperity and development of Northern Adelaide and South Australia

2022 snapshot



103 individual businesses



433 hectare site



Employment:
• Direct jobs - 1,240 FTEs
• Induced jobs - 1,321



Added to SA state economy in 2022:
• Airport Economic Activity - \$354.8 million
• Gross State Product - 0.3%



219,000 aircraft movements in 2022



4 runways



40% carbon emission reduction* in 2022
* Airport's Carbon Accreditation for airport operations



LOOKING AFTER THE ENVIRONMENT

Sustainability is at the core of the way Parafield Airport does business and looks to develop into the future.

Parafield Airport Limited's philosophy is to operate and develop Parafield Airport in accordance with the principles of sustainable development, recognising that the success of the airport can be enhanced by conducting business in a way that is environmentally, socially and economically responsible.

Central to Parafield Airport Limited's environmental management is an Environmental Management System which conforms to the requirements of ISO 14001:2015 and provides a structure for planning, implementing, monitoring, reporting and reviewing environmental management at Parafield Airport.

The Environment Strategy covers ground-based environmental aspects associated with the operation of Parafield Airport for the next eight years, including:

- Energy and climate change
- Ground based noise
- Land and heritage management
- Local air quality
- Soil and groundwater
- Stormwater and aquatic ecology
- Waste management
- Water resources

Parafield Airport



Parafield Airport Limited continues to identify and leverage opportunities which compliment and enhance future airport operations, supports the delivery of a wide range of services and facilities and creates further employment opportunities.

EXCITING DEVELOPMENTS

Parafield Airport is one of the largest private commercial land holdings within the northern Adelaide metropolitan area.

Over the next eight years, it is anticipated:

- Commercial development will continue within the Airport Business Precinct, including a childcare centre, the redevelopment of existing sites, and new developments occurring in the land adjacent to the railway line
- Industrial and commercial development will commence within the Enterprise Precinct
- Retail and commercial development will occur on the remainder of the developable land within the Commercial Precinct

Parafield Airport

Australian Noise Exposure Index (ANEI) 2022



An ANEI is a plot of defined noise exposure based on the actual historical operations of the airport and uses an analysis of actual aircraft types and movements over a 12-month period (usually a calendar year). An ANEI is primarily used to establish a base case from which an ANEF can be developed.

The ANEI for 2022 is shown above. It is based on the actual numbers and types of aircraft that operated at Parafield Airport in calendar year 2022.

Australian Noise Exposure Forecast (ANEF) 2043



An ANEF is a plot of estimated noise exposure based on a forecast of aircraft movements and fleet mix for a defined future horizon. It is used to provide guidance on the siting and construction of various types of development around the airport. The ANEF system is the aircraft noise exposure forecasting system currently adopted in Australia for land use planning.

The ANEF for has been modelled for the year 2043, which represents the 20-year planning period of the Master Plan 2024.

MANAGING AIRCRAFT NOISE

The 2024 Parafield Airport Master Plan outlines current and future aircraft noise exposure of areas surrounding Parafield Airport and details the airport's approach to aircraft noise management.

A broad range of programs are in place to manage aircraft noise exposure, including:

- Encouraging aircraft operators to adopt the 'Fly Friendly' program, which seeks to manage aircraft noise exposure and its impact on the surrounding community
- Noise abatement and operational procedures for preferred runways and training circuit operations
- Working closely with the Commonwealth, South Australian and local governments
- Consulting and engaging with the local community
- Investing in airport infrastructure to support new generation quieter aircraft, including electric-powered aircraft types



Number-above contours, 2022

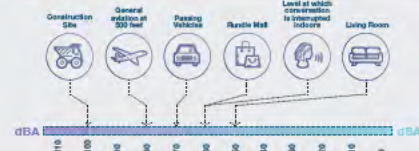


Number-Above contours have been prepared to show the areas expected to experience:

- 100 average daily events above 60 decibels (N60=100)
- 200 average daily events above 60 decibels (N60=200)
- 100 average daily events above 70 decibels (N70=100)

for the forecast total number of aircraft movements that could occur at Parafield Airport in 2043. For a given noise level, the number of average daily events generally decreases, moving away from the airport.

Number-above contours, 2043



MANAGING AIRCRAFT NOISE

Number-above modelling is a frequency based metric that provides maps of areas that are likely to experience a predicted number of average daily noise events at a specified decibel level.

The typical noise levels considered are 60 and 70 decibels.

An outdoor noise level of 70 decibels corresponds to a 60 decibel noise level indoors, which can disturb conversation or other indoor activities such as watching TV.



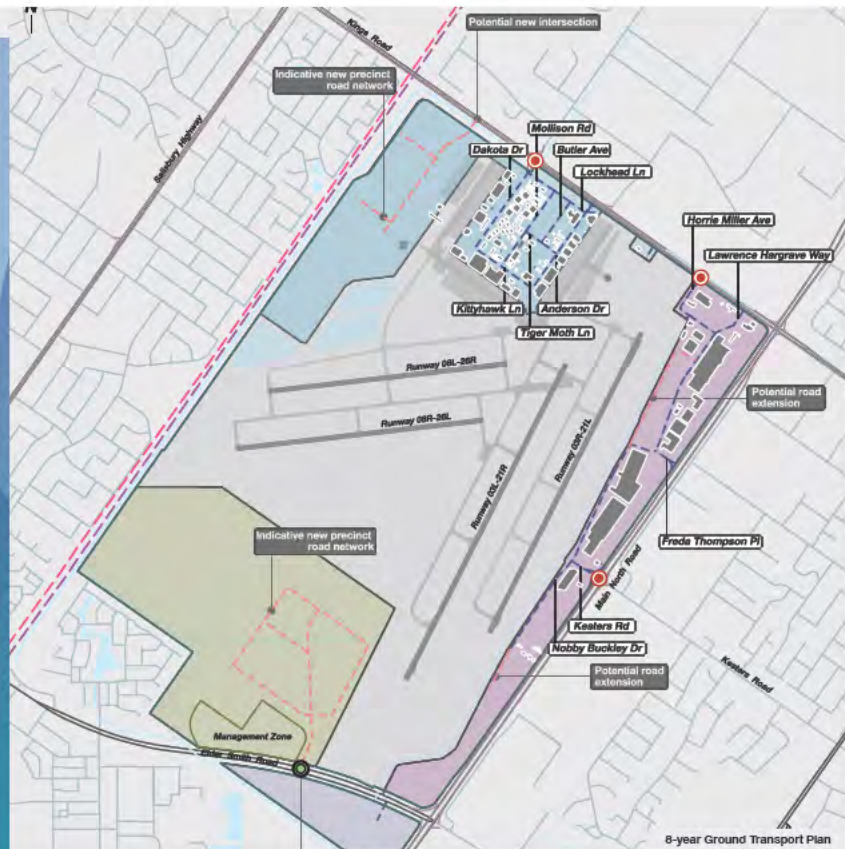
GETTING TO AND FROM THE AIRPORT

Ground transport planning is essential to the development of Parafield Airport to ensure effective, safe and efficient access and connectivity for all users of the airport.

Ground transport consists of roads for staff, visitors, public transport and cyclists.

Daily Traffic Volumes:
 2023: 20,000 vehicles per day (existing)
 2031: 30,000 vehicles per day (forecast)
 2043: 66,000 vehicles per day (forecast)

Infrastructure over the next eight years could include new and upgraded traffic intersections into the airport site, new internal roads to support development activities, and additional car parking.



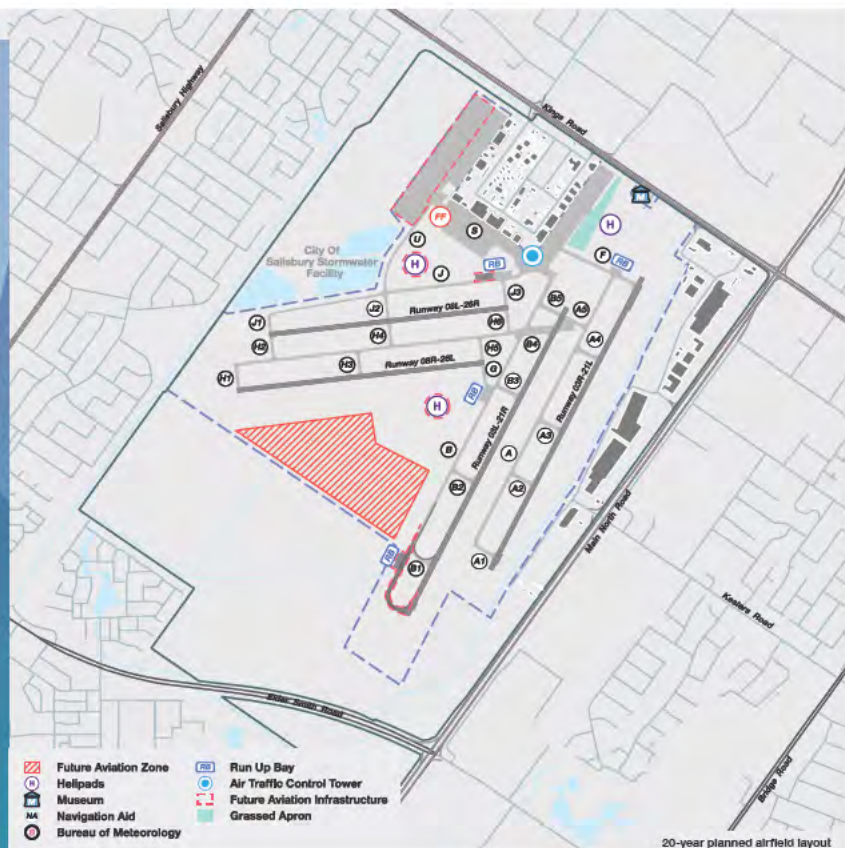
AVIATION DEVELOPMENT

Parafield Airport Limited has a clear vision to develop Parafield Airport as an aviation training centre of excellence and a vibrant economic hub.

Fundamental to the successful operation of Parafield Airport is the ongoing development of the airfield.

The current runway system is suitable to accommodate both existing and forecast long-term aircraft traffic. The airfield developments proposed are either maintenance-driven or provide opportunity to improve efficiency. This includes:

- Surface spray treatments and resealing
- Upgrade of the runway lighting to 03L/21R
- Extension of Taxiway B
- Expansion / construction of run-up bays
- Potential helipad relocation



	Aircraft movements 2022: 209,038 2043: 330,000 approx.
	Helicopter movements 2022: 10,074 2043: 13,000 approx.
	Electric aircraft 2022: 0% 2043: Potential up to 70%

It is forecast that the aviation industry will need to supply 602,000 commercial airline pilots between 2033 and 2041, with 41 per cent of these required for countries in Asia and Oceania.



PLANNING FOR GROWTH

Parafield Airport is one of the busiest general aviation airports in Australia with over 90% of current air traffic movements related to pilot training. There is a range of other general aviation activities that occur, such as aerial agriculture, aerial photography, search and rescue, firefighting support aircraft and charter services.

Tourism Futures International, which specialises in aviation forecasting, has prepared the long-term aircraft movement forecasts for Parafield Airport. The approach for forecasting includes:

- Review of the Australian general aviation context including national, state and individual airport performance
- Research on national and international general aviation developments and forecasting
- Interviews with operators
- Review of factors such as economic growth, population, fuel costs, exchange rates.







PARAFIELD AIRPORT
AERIAL





Website Page

Released under the Freedom of Information Act, 1982, by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

Website post



Parafield Airport Master Plan

Home › Publications › Parafield Airport Master Plan

Parafield Airport Preliminary Draft Master Plan 2024

Public Comment Period

In accordance with the requirements of the Airports Act 1996, Parafield Airport Limited (PAL) has prepared a Parafield Airport Preliminary Draft Master Plan 2024 (PDMP) for public comment.

PAL is pleased to share with you its plans for the next 20 years, with a detailed focus on the next 8 years. The PDMP outlines the vision for the development of Parafield Airport to support aviation activities, commercial development, environmental management and infrastructure delivery. It includes a Development Program, Environment Strategy and Ground Transport Plan as well as an update of aviation forecasts and aircraft noise exposure.

Stakeholder and community feedback is an important part of the Master Plan process. The PDMP is on public exhibition from **Saturday 6 January 2024** for 60 business days until close of business **Thursday 4 April 2024**.

PAL welcomes your written feedback on the PDMP. When making a submission, be sure to include your name and address, and submit your comments via email or post to:

Email:

palmasterplan2024@aal.com.au

Post:

Master Plan 2024 Submissions
Parafield Airport Limited
Building 18, Tigermoth Lane
Parafield Airport SA 5106

All submissions received during this period will be considered, and where possible, PAL will incorporate the issues raised prior to submitting the Draft Master Plan 2024 to the Commonwealth Minister for Infrastructure.

You can find out more about the PDMP by viewing the Master Plan and fact sheets provided below or by attending one of the Open Days to chat with the Parafield Airport team.

The PDMP is available for inspection by members of the public during normal office hours for 60 business days after the publication of the notice at the following locations:

Parafield Airport Limited (for inspection and purchase)
 Building 18, Tigermoth Lane
 Parafield Airport SA 5108

City of Salisbury (for inspection)
 34 Church Street,
 Salisbury SA 5108

Free electronic copies of the PDMP are available to members of the public for viewing and download throughout the public comment period via the link below and hard copies may be purchased from Parafield Airport at the price of \$70 each.

Preliminary Draft Master Plan 2024 documents

Preliminary Draft Master Plan 2024 Sections

- [Foreword, Executive Summary, Abbreviations, Glossary](#)

Section A – About Parafield Airport

- [Section 1 – Introducing the Parafield Airport Master Plan](#)
- [Section 2 – Parafield Airport Today](#)
- [Section 3 – Significance of the Airport](#)

Section B – How Parafield Airport is Planned

- [Section 4 – Planning Framework](#)
- [Section 5 – Planning and Development Approach](#)
- [Section 6 – Aviation Forecasts](#)

Section C – The Plan for Parafield Airport

- [Section 7 – Land Use Plan](#)
- [Section 8 – Aviation Development](#)
- [Section 9 – Commercial Development](#)
- [Section 10 – Ground Transport Plan](#)
- [Section 11 – Services Infrastructure](#)
- [Section 12 – Safeguarding the Airport](#)
- [Section 13 – Aircraft Noise](#)
- [Section 14 – Environment Strategy](#)

Section D – Implementing the Plan

- [Section 15 – Development Program](#)

Section E – Supporting Material – Appendices

- [Appendix A: Compliance with the Airports Act 1996](#)
- [Appendix B: ANEF Data Table](#)

[Preliminary Draft Master Plan 2024 – Full plan](#)

[Preliminary Draft Master Plan Summary](#)

[Assessment of the Socio-Economic Drivers of Parafield Airport on the Community of South Australia](#)

Fact sheets

- [Have Your Say](#)
- [Exciting Developments](#)
- [Safeguarding the Airport](#)
- [Managing Aircraft Noise](#)
- [Getting To and From Parafield Airport](#)
- [Looking After The Environment](#)
- [Electric Aircraft](#)

Open Days

Three public Open Days will be held as part of the public comment process for the Preliminary Draft Master Plan 2024 as follows:

1. Wednesday 7 February 2024 – 1.30pm to 4.30pm
Parafield Airport Limited, Building 18, Tigermoth Lane, Parafield Airport
2. Thursday 29 February 2024 4:00pm to 7:00pm
City of Salisbury, Little Para Rooms, 34 Church St, Salisbury
3. Wednesday 6 March 2024 – 1.30pm to 4.30pm
Parafield Airport Limited, Building 18, Tigermoth Lane, Parafield Airport

Parafield Airport Master Plan 2017

Parafield Airport's Master Plan 2017 was approved by the Federal Minister for Infrastructure, Transport and Regional Development on 19 January 2018.

Based on the timing requirements to submit a new draft Master Plan to the Minister outlined in the Act, the next Master Plan was originally required to be submitted no later than 19 January

2023. However, it was recognised that the COVID-19 pandemic had an extraordinary impact on the aviation and the flight training industry and as such, PAL sought an extension of time from the Minister to submit the next Master Plan.

On 8 September 2021, the then Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development granted approval for an extension of 18 months, with the next draft Master Plan to be submitted no later than **18 June 2024**. When the draft 2024 Master Plan is approved by the Minister, this will replace the Parafield Airport Master Plan 2017 and will provide the long-term strategic plans for the period through to 2043.

You can view the Master Plan 2017 [here](#)

To view the updated Community Brochure, please click [here](#)

Any questions?

Contact us with any specific queries on palmasterplan2024@aal.com.au or [+61 8 8307 5700](tel:+61883075700)

Community

Airport Fast Facts

Frequently Asked Questions – Flying Training

Consultative Committee

Publications

Parafield Airport Facebook Community Guidelines

Any questions?

Contact us with any specific queries on parafieldairport@aal.com.au or [+61 8 8307 5700](tel:+61883075700)



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Aviation

Training



Media Release

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Media Release



MEDIA RELEASE

Saturday January 6, 2024

Parafield Airport Preliminary Draft Master Plan released

Parafield Airport has released its 2024 Preliminary Draft Master Plan (PDMP) highlighting its plans for sustainable development and job creation.

The Master Plan provides a vision for the development of the Parafield Airport for the next 20 years with a detailed focus on the next 8 years.

Parafield Airport Executive General Manager, Tom Ganley, said the airport played an essential role in the economic prosperity and development of Northern Adelaide and South Australia through creating jobs and supporting businesses.

“Since 2016, total employment (direct and indirect) as a result of airport activities has increased by 5 per cent to 2,570 jobs. By 2043 it is forecast to reach 6,878 jobs,” Mr Ganley said.

“Our economic contribution to the State since the previous Master Plan has increased by \$92m (35 per cent) to \$354.8m. By 2043 we forecast our contribution to increase to \$740 million.

“Being one of the most significant business, training and employment precincts in the northern suburbs, Parafield Airport is a major economic generator and takes a strong leadership role in the community.

“We provide support where it will generate a lasting benefit and assists the northern region through partnerships relating to the environment, community, business and tourism.”

Aircraft movement forecasting has been undertaken for a range of scenarios which recognise the need for adaptability in planning to meet the changing environment.

The Master Plan indicates the forecast for aircraft movements in 20 years (2043) has not changed significantly from the forecasts outlined in the 2017 Master Plan.

“Parafield Airport’s proximity to the surrounding suburbs 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,” Mr Ganley said.

“We will continue to look at ways to minimise the impact of aircraft noise on local communities by working with the training schools, Airservices Australia and local councils, while always having regard to the safety of flying operations.

“We are a sector leader in global airport sustainability and committed to sustainable business practices to ensure a healthy and safe environment for our employees, aviation partners, tenants and the community.

“The industry has seen exciting recent advancements in aviation sustainability such as in the development of electric aircraft and in sustainable aviation fuels (SAF) which will contribute to achieving targeted net zero emissions by 2050.”

The 2024 Parafield Airport Preliminary Draft Master Plan is now on public display for a period of 60 business days.

Written submissions can be made in writing to Parafield Airport Ltd by email – PALmasterplan2024@aal.com.au or post to Building 18, Tigermoth Lane, Parafield Airport 5106.

All submissions must be received by the closing date of Thursday 4 April 2024.

Copies of the Master Plan can be viewed at Parafield Airport and City of Salisbury offices, or on the website at www.parafieldairport.com.au.



During Public Consultation Log

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DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
9/01/2024	s 47F (PAL) s 47F (PAL) Mr John Fulbrook MP (Member for Playford)	Meeting	Positive meeting focussed on the changes to the ANEF and the impact to his electorate as well as the opportunities and challenges for electric aircraft. Regular check-ins will continue with Minister Fulbrook	Nil
16/01/2024	s 47F (PAL) s 47F (PAL) Mr Tony Zappia MP (Federal Member for Makin)	Meeting	The Minister expressed concerns with the intent of the airports consultation on the Master Plan highlighting his view of the failure of previous engagement as part of the last Master Plan. The Minister enquired if consideration to move circuits away from Parafield have been explored, which it has not. The Minister has previously publicly raised his view that the economic benefits of training international pilots may not outweigh the social impacts of the operations of Parafield. "That raises the question as to whether the economic benefits of flight training for overseas students justifies the social disruption that thousands of local residents live with daily and the impact on house values" (21 June 2023 Parliamentary sitting). Minister Zappia also commented that the Fly Friendly was not very friendly to residents.	PAL consider naming of Fly Friendly program. PAL actioned this immediately and updated all public information that had not yet been printed.
30/01/2024	s 47F (DTI PLUS) s 47F (DTI PLUS) s 47F (DTI PLUS) s 47F (PAL)	Meeting	Provided a high level summary of the consultation to date and ANEF. Offered to provide department a briefing on the Master Plan	Nil
7/02/2024	Public open day	1st Public Open Day PAL Management Centre, 1.30-4.30pm	Concerns around significant increase in numbers in new modelling. Explained how modelling technique has changed and that there are no significant immediate plans to change anything else at the airport. Also required some clarification about the master plan process as a whole, increase in training flights and noise concerns, pollution concern, query if opportunity to include Good Friday in Fly Neighbourly Program.	All concerns were discussed at the open day with PAL representatives. FTA representative attended and assisted as needed. PAL provided 'Have your say' information and recommended to make a formal submission to those who were interested and especially for those who wanted their views recorded as part of the formal public consultation process.

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
13/02/2024	Forum - PCF: Representatives from PAL, DITRDCA, DIT, Airservices, City of Holdfast Bay, City of Salisbury*, City of Charles Sturt, City of West Torrens * Issued slide pack	Forum	The Preliminary Draft Master Plan was released on 6 January 2024 for Public Consultation which will take place over 60 business days. Formal notification of the public comment period was provided to key stakeholders prior to the release date. To support the release, PAL will be undertaking the following activities during the consultation period: • Open days at Parafield Airport offices and City of Salisbury • Newspaper advertisement • Supporting information 'fact sheets' covering key matters such as aircraft noise management, safeguarding, land use, commercial development, and Environmental/ Sustainability • Updated Parafield Airport community brochure • Information on the Parafield Airport website • Digital engagement through social media • Briefings to key stakeholders and community groups as requested • Copies of Master Plan 2024 made available in hard copy and electronic format. Formal submissions from the community & stakeholders have commenced with themes including Aircraft Noise: • Increased movement forecast • Helicopter operations • Circuit training and time of training Ground Transport • Individual Briefings will be taking place: – Individual City of Salisbury Councillors as requested – Scheduled briefings with State Members of Parliament In addition, a community radio interview is planned in Salisbury next week and a Master Plan presentation will take place at the upcoming Northern Business Breakfast on 21 February. We have received some feedback from an MP regarding Main North Rd which was referred to State Planning and the Fly Friendly Program has been renamed to Fly Neighbourly Program. The Master Plan must be submitted to the Commonwealth Minister by 11 June 2024 which aligns with the ANEF endorsement date.	Nil

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
16/02/2024	Blair Boyer MP (Minister for Education, Training and Skills / Member for Wright) s 47F (PAL) s 47F (PAL)	Meeting	Presentation of Preliminary Draft Master Plan - The meeting with Minister Blair Boyer MP went very well with a key focus on electric aircraft. Tom and Kym went through the opportunities but also highlighted the challenges facing the introduction/transition of electric aircraft. The fact sheet was very useful. Minister Boyer is very keen to explore opportunities for the State (potentially Fed and Council) and Airport to find an opportunity to invest. During discussions on potential opportunities we agreed to explore what would get the 'airport electric aircraft ready'. We mentioned that access to power could be one of the barriers to entry and Boyer asked for us to provide order of magnitude costs to him. Minster Boyer also noted that he was: • Very supportive of the airport and wanted it to stay • Keen to move the community focus from moving the airport to the benefits of electric aircraft to reduce the noise • Completely understanding of and expected that we would want to grow and increase flying at PAL • Understanding about not over promising to the community and not over selling the benefits of electric aircraft especially when we are still growing • Interested but not aware of the discussions around Kings Road overpass • Interested in the Enterprise Precinct and saw big potential with only being 20 mins away from Osbourne – however he did ask if we would consider residential – We advised him of our constraints in sensitive land uses • Very supportive of the commercial development and was interested in the District Outlet Centre and the potential timing of the expansion • Not aware of the change of use of the golf course (off-airport) to potential commercial developments • Supportive of the electric aircraft initiatives to be separate and outside of the master plan • Aware of Minister Kings recent visit (but after the fact) and thought it was unlikely that they would do anything specific to Parafield as it would impact nationally (we took this as more about mandating electric aircraft uptake.) • He did not want to go into anything around the aircraft noise modelling and ANEF etc.	Next steps: • PAL to consider what work needs to be undertaken and by who for an electric airport ready strategy as well as timeframes • Included in the above, what would the power requirements be and how does this fit into the wider strategy Above has formed PAL's forward business planning activities.

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
21/02/2024	Northern Business Breakfast: 51 Attendees from surrounding Northern Adelaide business including; Matt Burnell (Federal Member for Spence) Mayor s 47F (City Of Playford) Hon Blair Boyer MP (Member for Wright office s 47F (City of Tea Tree Gully) John Fulbrook MP (Member for Playford) s 47F (City of Salisbury)	Industry breakfast	s 47F (EGM Parafield, PAL) presented "What's next for Economic Development and Growth at Parafield Airport" to attendees. Information on the Parafield Airport Master Plan was shared and the public consultation that was occurring currently, as well as site developments across the airport land including commercial, retail and enterprise precincts. The essential role Parafield Airport has in the economic prosperity and development of Northern Adelaide and SA through employment and value added production, was noted. Supports over 2,500 jobs in SA and contributes nearly \$355m to GSP. Over the next 20 years the forecast is expected to grow to \$740M and over 6,800 jobs. Developments currently underway were discussed. It was also noted that PAL are also considering ways to invest in airport infrastructure to support new generation electric aircraft which are estimated to increase from 17% of total movements in 2031 to nearly 70% in 2043. PAL also set up information and staff were available before, during and after for any direct engagement with many of the attendees taking up this opportunity.	Nil

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
22/02/2024	Forum - TWG: Representatives from PAL, s 47F (independent chair), Airservices, FTA, UoSA DITRDCA	Forum	PAL provided a presentation to the TWG outlining: • ANEF including confirmation of technical endorsed by Airservices on 14 December 2024, comparison of 2037 ANEF and endorsed 2043 ANEF, comparison of technically endorsed 2043 ANEF and 2022 ANEI, N-Above contours • A program update and revised date for Ministerial submission (11 June 2024) based on the ANEF endorsement date and 180-day lodgement requirement • Consultation activities undertaken and programmed, including open days, meetings with State Members of Parliament, meetings with Local Government Elected Members and other consultation activities • General submission themes to date • Updated community brochure. It was noted that the previously named 'Fly Friendly' program had been updated to 'Fly Neighbourly' in response to comments received from a local Federal MP. It was noted this change would normally be presented to the TWG in advance, however given the timing of the previous TWG meeting, and as the community brochure was a useful compendium document along with the PAMP fact sheets, it was considered important to make the change in step with consultation. The amended naming was endorsed by the TWG.	Nil

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
22/02/2024	Forum - PACC: Representatives from PAL, DITRDCA, Airservices, FTA, UoSA, s 47F (independent chair), City of Tea Tree Gully, City of Salisbury	Forum	s 47F (EGM PAL), provided a presentation to the PACC on the Forecast Economic Development and Growth at Parafield Airport which included a summary of Parafield's history, ownership structure, current developments, aviation growth and flight training and a summary of opportunities to engage with PAL on the PAMP. s 47F provided a verbal update on the consultation activities to date and upcoming. It was noted, the Preliminary Draft MP was released for public comment on 6 January 2024 and will run through until 4 April 2024 (60 business days). As part of the Master Plan process: - The Preliminary Draft MP was advertised in the Advertiser on Saturday 6 January 2024, providing details on public open days, where the PDMP can be viewed and invited the public to provide formal comment. - Preliminary Draft MP details were made available on the Parafield Airport (PAL) website and included the document, supporting summary and factsheets and an updated Community brochure. - A copy of the Preliminary Draft MP was made available for viewing by the public at the PAL office (inspection and purchase) and AAL office and City of Salisbury (inspection). - Three public open days have been arranged commencing early February 2024 with two arranged at the PAL Management Centre (7 February and 6 March) and one at the City of Salisbury (29 February).	Nil
9/02/2024	Public open day 4 attendees.	2nd Open Day - City of Salisbury - 4.00pm - 7.00pm	Consultation included: - Heard (via City of Salisbury) that the Airport was going to be moved 15 years ago when buying property. Concerns around potential ground noise coming from any new developments and impacts on external road network which is seen to be already at capacity. - Concerns regarding continuous circuit training and a few very loud aircraft. - Discussion around apparent downgrading of the significance of the Vernal Pools. Explained that the drafting of the current plan has been done to better align to the requirements of the Airports Act definition. - A resident fully supported the airport and was very keen to see the airport continue to operate in its current location.	All concerns were discussed at the open day with PAL representatives. FTA also attended and assisted as needed. We provided 'Have your say' information and recommended to make a formal submission to PAL for those who were interested and especially for those who wanted their views recorded as part of the formal public consultation process.

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
29/02/2024	Ground transport meeting with DIT: s 47F (PAL) s 47F (DIT) s 47F (DIT) s 47F (DIT) s 47F (DIT) s 47F (AECOM)	Meeting	Meeting related to DIT's Transport Study for Northern Adelaide and comments /reference to Master Plan. - Transport study for Northern Adelaide inner and outer suburbs to inform future transport planning and investment in the region. Outer North growing fast (3% growth rate). Covers 8 Council areas. - AAL/PAL can provide feedback / submission in writing. DIT have taken the Preliminary Draft PAMP as a form of submission. - Looking to have majority of study complete by end of FY. - No commitment from Govt to publish - Will help to inform Greater Adelaide Regional Plan - Functional hierarchy of roads being assessed. - Gawler line - Looking at opportunities for greater use as density is not as high as capacity. s 47F talked through key considerations from PAL perspective: - Development – Potential uses and indicative timing across each precinct, aligned with Section 7 and Section 9.5. - Access – Importance of Kings Rd new intersection, Existing agreement re: Elder Smith Road Enterprise access, Previous and current traffic modelling. - Public Transport – Opportunities as listed in Section 10.11 - Active Travel – Described Figure 10-8. DIT noted happy to work with Council for any paths within their verges (potential cost sharing etc), noting that some of the suggested pathways shown sit outside of the airport boundary. DIT noted: - Opportunity to connect pedestrians from Parafield Station to ABP. Discussed the existing network and then the connection into ABP via the new access point/road. - Opportunity to connect from Parafield Gardens. Discussed that there doesn't appear to be access to existing path from station (over or under pass). - Opportunity to connect pedestrians from Rail to Enterprise. Noted that this potential connection is shown Fig10-8. - Proximity to residents in Enterprise for Industrial precinct. Noted that there are a range of uses which are envisaged for the precinct and we ensure that any potential impacts are assessed and minimised. Eg ground noise.	Pedestrian connection to Airport Business Precinct on Figure 10.8 to be added.

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
4/03/2024	City of Salisbury Council Briefing Session (Committee Meeting): s 47F (PAL) s 47F (PAL) s 47F (Representing PAL) City of Salisbury: Council elected members, CEO and council officers	Presentation to the City of Salisbury Elective body	Presentation by PAL to City of Salisbury: A PDMP briefing was held on 4 March 2024 at the City of Salisbury (CoS) committee meeting, with their council elected body and executive team invited. This session went well. The session was interactive with questions related to: • Understanding the aircraft noise charts • Mandating the Fly Neighbourly program • General awareness of operations at Parafield Airport.	Nil
6/03/2024	Public open day 8 attendees	3rd Open Day – PAL Management Centre 1.30 – 4.30pm	Consultation included: • Low flying planes • Repetitive circuits and noise • Lack of support for growth in movements, • Supportive of Master Plan and development • Early morning flights impacting sleep.	All concerns were discussed at the open day with PAL representatives. FTA also attended and assisted as needed. We provided 'Have your say' information and recommended to make a formal submission to PAL for those who were interested and especially for those who wanted their views recorded as part of the formal public consultation process.
25/03/2024	City of Salisbury Council Briefing Session (Committee Meeting): s 47F (PAL) s 47F (PAL) City of Salisbury: Council elected members, CEO and council officers	Meeting	A final version of the CoS submission was presented to Council on 25 March. PAL requested and was granted deputation at the council meeting to address the Draft submission. Spoke with the Mayor and two of the councillors who had some queries before the meeting. This seemed to negate any questions during the meeting which we were told we were going to get on Elder Smith road expansion, Kings Road connection, Residential and internal Enterprise Road network. (PAL) impressed on the Councillors before the meeting how PAL will have regard to their submission which the Councillors seemed surprised by. Deputation: "Good evening Mayor and Councillors. Thank you for the opportunity to briefly speak with you this evening on the City of Salisbury submission to the Parafield Airport 2024 Preliminary Draft Master Plan, which will be provided to the airport formally prior to 4 April 2024 as part of the public consultation process.	PAL will go back to the councillors with some information. PAL also meet with the Commonwealth Department regarding his submission and the Department was not aware of any lobbying to the Minster from the Council.

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
			<i>Continued</i> We would like to thank the Council for the analysis of the master plan and acknowledge the work that has been undertaken to inform this review. Parafield Airport, located completely within the City of Salisbury local government area, is considered a world standard international pilot training airport. Trainee commercial pilots from across Australia and around the world are coming to Adelaide to learn to fly at a time when there is an acknowledged shortage worldwide of suitably qualified commercial pilots. Parafield airport operations support over 2500 jobs and contribute over \$350m to the local economy in accord with modelling undertaken by Hudson Howell consulting. We note in today's council papers that it is seeking the public release of the most recent socio economic impact assessment of Parafield Airport. While we have not been formally approached by the City of Salisbury to release this assessment, we are supportive of its release. Hudson Howell's consultancy, which undertakes work for local, state and federal governments, has undertaken this analysis for Parafield Airport since 2008. Parafield Airport will publish the Hudson Howell's report on its website this week and we will also send a copy to the City of Salisbury directly. The Master Plan 2024 identifies that the airport will continue to grow, and we acknowledge there will be an increase in the number of aircraft movements at Parafield Airport, however this is in line with previous master plans (even slightly less when considering the 20 year planning period). In the development of the master plan, we have welcomed the opportunity to consult with the City of Salisbury and note that we have had a number of productive opportunities including: • Exposure draft release and subsequent officer review and submission from the City of Salisbury - with no significant issues raised and the document amended to address all feedback prior to release to the community. • Presentation to Mayor of Salisbury, CEO and senior staff on the aircraft noise modelling and draft 2043 ANEF. • Attendance by City of Salisbury at the Parafield Airport planning coordination forum (held quarterly) by Council's senior policy planner and senior strategic planning throughout the development of the preliminary draft master plan – again with no significant issues raised.	

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
			<i>continued</i> The City of Salisbury submission resulting from today's meeting, along with all submissions received by April 4, will be provided to the federal Transport Minister, along with the Draft Master Plan, for the Minister to make a decision on whether or not to approve the Master Plan for the next eight years. We are not in a position, today, to respond to each individual item raised, however prior to submitting the draft to the Commonwealth Minister we will review and consider and where we can make changes that are within the requirements of the Airports Act we will do so. We reiterate that there are no significant changes proposed in this master plan compared with the 2017 Master Plan. It's important to note we do not support the findings of the City of Salisbury's paper. In particular, we reject the assertion that the Master Plan has not been prepared in accordance with the Airports Act. We look forward to working closely with the City of Salisbury in ensuring the airport can deliver its essential services in a considered manner during and beyond the period of the 2024 Master Plan. Thank you again for this opportunity this evening. We look forward to the continued productive ongoing engagement with the City of Salisbury." Although the Mayor gave opportunity for questions to PAL staff, no Councillors took this opportunity and there was no discussion on the submission before it was approved.	

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
26/03/2024	Ground Transport meeting with DIT: s 47F (PAL) s 47F (PAL) s 47F (DIT) s 47F (DIT) s 47F (DIT) s 47F (MFY), traffic consultant	Meeting	Kings Road grade separation and PAL intersection: - DIT shared that there was discomfort with the Master Plan showing the proposed new Airport Business Precinct (ABP) intersection as signalised. Preference for left-in / left-out or use of the existing Cross Keys Road / Kings Road intersection. PAL shared constraints associated with the existing intersection (queues) and the requirement for the proposed new intersection to be signalised to provide adequate access to the western portion of the precinct and manage the associated volumes and vehicle types. It was noted that the rationale for the new intersection, including modelling associated with the existing intersection, had been previously shared with DIT. - PAL provided some background to consultation with DIT that had occurred to date and advised that the intent for the new intersection and location had been worked through with DIT early 2023 to safeguard for the potential overpass. Once PAL had been made aware of the need for the potential overpass to be longer, engagement with DIT was sought to coordinate the elements and work through opportunities which could benefit both the overpass concept and PAL intersection requirements. - It was noted that PAL continue to receive enquiries to develop on this land and the new access point is required to provide access to those developments. - DIT advised that internal approvals would be required to permit sharing of information associated with the Planning Study. PAL advised we have signed Confidentiality Agreement's in the past and are happy to do so, if required. - DIT advised that the planning study is due to be complete next quarter, at which point it will go to Cabinet for funding approval. Timing for approval is unknown. - DIT confirmed that the Planning Study is based on existing constraints only and does not include for the requirement to accommodate a future intersection to PA, as this was not the level of detail being captured in this study.	- PAL to resend Kings Rd intersection modelling. Email sent 27/03 - DIT to seek approval to share Kings Road Grade Separation concepts - PAL to draft high level concepts (work which sits outside of Master Plan) - s to arrange meeting in 4/7 weeks, where further information/concepts can be shared by DIT. Meeting held 19/04.

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
			<i>Continued</i> - The potential to access Park n' Ride through the airport were raised by MFY as an opportunity and potential benefit to the Planning Study. Master Plan: - It was agreed by all that there is benefit in continued coordination and consultation on this element. - The Elder Smith Road intersection and the agreement with DIT for signalisation was raised. No queries on this element. - The technical feasibility of a rail spur to Enterprise was highlighted by DIT. PAL advised that the intent of the Master Plan was to highlight the potential opportunity for a rail spur should this be of benefit for a potential land use in this area, but acknowledged there would be challenges and detailed assessment would be required when/if this were to progress. It was noted that there had been a particular development in this area some time ago for which a rail line had been proposed and deemed of benefit for that particular use. - DIT raised potential for the Master Plan to consider greater connectivity through public transport and shared/pedestrian paths, with connections between precincts. Using Figure 10-8 of the Preliminary Draft MP as a reference, the intent for a shared path network surrounding the airport was shared by PAL, noting that in some areas this is shown to be outside of the PAL boundary for safety (i.e. adjacent to main roads). This provides efficient connectivity between precincts also and to public transport stops. Future connection from Greenfields Station to the Enterprise Precinct is also shown. There is an existing shared path from Parafield Station to ABP, though PAL to show connection into the western portion of ABP aligned with the proposed new access point. The potential for bus services along Kings Road and the opportunity for stops within the precincts, is noted within Section 10.11.	
28/03/2024	Internal AAL & PAL staff update	Presentation	A Parafield Airport Master Plan update was provided to staff, including Employment, Economic assessment, Forecasts	Nil
04/04/2024	CLOSURE OF PUBLIC CONSULTATION PERIOD			

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
10/04/2024	s 22 (DITRDCA) s 47F (PAL) s 47F (PAL)	Meeting	s 47F and s 47F met with the Commonwealth Department to provide a summary of submissions received and general themes.	Nil
30/04/2024	s 47F (City of Salisbury) s 47F (PAL)	Email	Email from s 47F to s 47F seekign availability to meet with City of Salisbury to run through the Ground Transport modelling and assumptions that have informed the Ground Transport plan.	Nil.
06/05/2024	s 47F (PAL) s 47F (City of Salisbury)	Phone call	s 47F (Urban Planner, PAL) contacted the City of Salisbury Development Team to discuss Council's property sales notice process. The City of Salisbury confirmed that a Sales Notice is included as part of the Form 1 documentation prepared by Council when a property is sold advising the presence of Parafield and Edinburgh airports and identifies that the property may be subject to aircraft overflight and purchasers should consider their situation and sensitivity to aircraft noise. Confirmation was provided that this Sales Note is included for all properties within the City of Salisbury.	Information provided in Draft Master Plan and relevant Community responses.

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
13/05/2024	s 47F (PAL) s 47F (PAL) s 47F (PAL/AAL) s 47F (CEO, City of Salisbury) Mayor Gillian Alridge (Mayor, City of Salisbury) s 47F (Senior Planner, City of Salisbury)	Meeting	Meeting to discuss PAL feedback on City of Salisbury Submission. Positive meeting focussed on four key point from City of Salisbury submission. Key points discussed: • Staff from the City and PAL are working collaboratively on a range of issues including stormwater management and modelling, heritage and environmental management, and development applications, which is working well • Collectively there is benefit to both parties in seeing the airport grow (particularly the commercial areas) to support the economic development of the area • The City and PAL do not have alignment on the need for a curfew or movement cap as the airport is not supportive of this measure. PAL commits to working with Airservices and flight training schools to continue to consider options to reduce the impact of aircraft noise on surrounding residents, however this needs to be balanced with the forecast growth of the airport • The introduction of movement cap and/or curfew is a Commonwealth policy position. PAL is not aware of the Commonwealth considering implementing curfew or movement cap measures for any non-curfew airports. • PAL has obligations under its Airport Lease with the Commonwealth to provide aircraft access to the airport at all times • PAL is not supportive of a curfew as it would adversely impact on pilot training activities and other general aviation operators at the airport. PAL advised the City that it considers the Fly Neighbourly restrictions to be sufficient • The City and PAL are aligned that the ANEF process could be improved to ensure that community consultation is undertaken prior to finalising the endorsement of the ANEF (which is not the case at the moment). • There may be a lack of understanding about the level of detail expected in the Master Plan, compared to the later assessments for individual projects. Prior to developments occurring PAL undertakes a Development Application assessment process, and for certain developments a MDP (including public consultation) which considers the detailed impacts of a particular development and the mitigations required prior to the development being approved.	AAL to provide a written response to City of Salisbury meeting.

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
			<i>Continued</i> • Management of aircraft noise is a collaborative effort between multiple organisations, including the City. • 'Fly Friendly' has been updated to 'Fly Neighbourly' in response to feedback, and this also aligns with other general aviation airports across Australia. • Fly Neighbourly is periodically reviewed (via the PACC, of which the City is a member) and updates have been made on a number of occasions to further limit circuit hours and activities on important days. • There is high compliance with the Fly Neighbourly restricted circuit training hours - based on movement data for the period January 2017 to June 2023, 99.9% of all aircraft movements at Parafield operated between 7am-11pm. • Aircraft operating heights has previously been considered, and are an aviation standard used at all airports which is implemented due to safety. However, this will be referred to the TWG for consideration and a response outside of the Master Plan process. • Circuit parameters are determined through the careful considerations of the types of aircraft operating at Parafield Airport and therefore significant changes are not possible to the circuit patterns and how these are separated. This is also not possible at night due to the high terrain to the east restricting runway use to one runway (which is the only lit runway for this reason). • PAL committed to continue to work collaboratively with officer-level staff and put in place more regular engagement at a senior level (outside of the formal consultation mechanisms that are already in place).	

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
14/05/2024	Forum – PCF: Representatives from PAL, DITRDCA, City of Adelaide, City of Salisbury, City of Holdfast Bay, City of West Torrens, City of Charles Sturt, Airsevice, DIT, DTI PLUS.	Forum	Forum update • Consultation summary including overview of engagement forums held • PAL received 54 submissions from community, government, non-government and aviation industry stakeholders • PAL received a submission from the City of Salisbury which identified that it did not support the Master Plan • Key submission themes emerging: – Request to release the economic assessment and ground transport capacity and impact modelling in full – Concern over the 20-year aircraft movement forecast and the impact of additional movements on local community, including resulting aircraft noise, health impacts and risk associated with aircraft accidents in residential areas. – Impact of aircraft noise exposure (current movements and future forecast) on local residents, with particular concern raised around the impact of night-time circuit operations. – Changes to the ground transport access and egress along Kings Road and Elder Smith Road and concern around the impacts of these changes to capacity, safety and vehicle flows. – Concern related to the retention of existing Envisaged Uses in some precincts and inclusion of new Envisaged Uses in other precincts including 'animal keeping in the form of short-term dog kennelling', 'cold storage facilities', 'freight and distribution centre', 'passenger terminal' 'bulky goods, conference and function facility, restaurant, tourist accommodation. – Electric aircraft alternatives – both support and scepticism expressed on the impact that electric aircraft will have on reducing noise impacts. • Details that PAL continues to engage with key stakeholders on their submissions and the matters reviewed, including the City of Salisbury, noting that PAL management had met with the Mayor, CEO and council administration on 12/5/24. • PAL offered to brief any stakeholder on the inputs and assumptions arising from the investigations prepared to inform the Master Plan, such as Ground Transport Plan.	Nil

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
15/05/2024	s 47F (PAL) s 47F (DIT)	Meeting	Monthly Coordination Meeting DIT/PAL/AAL. Discussed DIT formal submission and PAL response to remove reference to the type of intersection treatment off Kings Road to ensure flexibility but maintain the need for access. DIT were appreciative and comfortable with this approach. PAL also provided an overview of City of Salisbury submission regarding external roads and the level of modelling. DIT comfortable with PAL's response to City of Salisbury that this was a State Government responsibility.	Nil
23/05/2024	Forum – TWG: Representatives from PAL, s 47F (independent chair), Airservices, FTA, DITRDCA, Aerotech	Forum	s 47F (EGM – Planning & Infrastructure, PAL) provided a presentation on the progress of the Master Plan, including: • Summary of Master Plan process and status • Overview of engagement forums held and engagement with Council, Federal and State members of Parliament and local engagement. • Submissions Overview: – Consultation summary including details of media and website visits and downloads. – PAL received 54 submissions from community, government, non-government and aviation industry stakeholders. – Summary of the key submission themes and topics raised. • The 4 key issues associated with the City of Salisbury submission were provided: – Traffic and transport linkages at Kings Road and Elder Smith Road, including the wider benefit of employee and visitor public and active transport. – Concern regarding retail and commercial capacity of the airport and impact on existing businesses on and off airport. – No identification or justification of circuits, runway allocations and impacts/change to the ANEF contours. – Request to introduce movement cap and/or curfew.	PAL to prepare a briefing paper for consideration of the TWG on the key matters raised via submissions

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
			<i>Continued</i> - Consistent with the Terms of Reference of the TWG, PAL committed to raise community suggested amendments to the procedures and circuit hours noted within the Fly Neighbourly program, with the TWG, for consideration at a later meeting: - Additional 'no fly' days on important social/religious days. - Options for an alternate circuit path over disused/less populated land. - Alterations to the permitted circuit hours. The TWG had a general discussion around the matters raised through consultation and the future matters to be brought to the TWG for consideration. PAL requested that Airservices consider short term or permanent noise monitoring around Parafield. FTA shared concerns with the economic impact that altered circuit hours would have and their ability to deliver on contracts to airlines for pilot training.	
23/05/2024	Forum – PACC: Representatives from PAL, s 47F (independent chair), Airservices, FTA, DITRDCA, Office of the Aircraft Noise Ombudsman	Forum	s 47F (EGM – Planning & Infrastructure, PAL) provided a presentation on the progress of the Master Plan, including: - Summary of Master Plan process and status - Overview of engagement forums held and engagement with Council, Federal and State members of Parliament and local engagement. - Submissions Overview: - Consultation summary including details of media and website visits and downloads. - PAL received 54 submissions from community, government, non-government and aviation industry stakeholders. - Summary of the key submission themes and topics raised. - Summary of final tasks status.	Nil

DATE	NAME/ORGANISATION	CONSULTATION	COMMENTS	PAL ACTION/ RESPONSE
23/05/2024	Forum – AACC: Representatives from PAL, DITRDCA, Airservices, DEW, City of Adelaide, City of West Torrens, City of Holdfast Bay, City of Charles Sturt, Member for Colton, Office of Steve Georganas, South Road Inner West Action Group, Netley Residents Association, West Beach Neighbourhood Watch, Holdfast Bay Residents Alliance, s 47F (independent chair)	Forum	s 47F (EGM – Planning & Infrastructure, PAL) provided a presentation on the progress of the Master Plan, including: • Summary of Master Plan process and status • Overview of engagement forums held and engagement with Council, Federal and State members of Parliament and local engagement. • Submissions Overview: – Consultation summary including details of media and website visits and downloads. – PAL received 54 submissions from community, government, non-government and aviation industry stakeholders. – Summary of the key submission themes and topics raised. • Summary of final tasks status.	Nil

Parafield Airport Limited
Building 18 Tigermoth Lane
Parafield Airport
SA 5108

Phone: +61 8 8307 5700
www.parafieldairport.com.au





The Hon Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government
Member for Ballarat

Ref: MS24-001190

s 47F

Managing Director
Parafield Airport Limited
PO Box 652
SALISBURY SA 5108

s 47F

Thank you for submitting the Parafield Airport draft Master Plan 2024 (the draft Master Plan) for my consideration.

I am pleased to advise I have approved the draft Master Plan in accordance with section 81(2) of the *Airports Act 1996* (the Act). I am satisfied the draft Master Plan adequately provides for predicted growth in passenger traffic whilst also meeting the needs of other users and potential future users of the airport site. I have also noted the due regard given to comments received during the public consultation period relating to the draft Master Plan.

The 20-year strategic vision for Parafield Airport and the 8-year development strategy set out in the draft Master Plan will strengthen Parafield Airport's key role as a South Australia's premier general aviation airport.

Whilst making my decision, I note the concerns from the community regarding aircraft noise. I urge Parafield Airport Limited (PAL) to continue to engage with the community and Airservices Australia (Airservices) in seeking, where possible, to mitigate aircraft noise at the airport.

The draft Master Plan indicates all developments on the airport site must align with applicable design and infrastructure guidelines (as amended from time-to-time) including the Parafield Airport Design Guidelines.

As the Guidelines support the land-use planning proposed in the draft Master Plan and provide planning expectations for development within airport precincts, I ask PAL to provide the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (my department) with a copy of any amended guidelines relevant to land-use planning for review.

Additionally, in making my decision, I considered the views of Airservices, the Civil Aviation Safety Authority (CASA) and the Department of Climate Change, Energy, the Environment and Water (DCCEEW).

Airservices have requested the following amendments to the final Master Plan document, including:

1. In section 8.6.1.2 – Navigational aids, Airservices recommends that the reference to departures be removed from the first paragraph as the NDB is not used for the currently published departures. References to the Parafield NDB decommissioning should reflect that Airservices is reviewing navigational aid network but is yet to finalise any program that includes decommissioning of the Parafield NDB.
2. In section 13.5.3 – Noise Threshold Levels, reference to the Aviation Environmental Design Tool (AEDT) should state version 3e and not 3c.
3. In section 13.6.2 – Methodology (ANEF), the draft Master Plan refers to the 2043 forecast ANEF, whereas Airservices confirms that current Parafield 2043 ANEF contours were endorsed for technical accuracy by Airservices.

It is my expectation that these amendments will be provided in the final Master Plan, sent to my department for review before publication.

Finally, under section 86 of the Act, publication of the final Master Plan is required within 50 business days of my approval. I ask that a copy of the final Master Plan be provided to my department for review prior to its publication.

Should you have any questions, please direct them to Ms Sarah Nattey, Assistant Secretary, Airports Branch, Domestic Aviation and Reform Division, who can be contacted at Sarah.Nattey@infrastructure.gov.au or on 02 s22(1)(a)(ii)

In accordance with section 242 of the Act, and subject to the *Administrative Appeals Tribunal Act 1975*, application may be made to the Administrative Appeals Tribunal for review of my decision.

I wish you and your team all the best in implementing the initiatives within this draft Master Plan and continuing to ensure Parafield Airport meets the needs of users of the airport into the future.

Yours sincerely

s22(1)(a)(ii)

Catherine King MP

19 / 8 / 2024

OFFICIAL



Australian Government
Civil Aviation Safety Authority

AIR NAVIGATION, AIRSPACE AND AERODROMES BRANCH

CASA Ref: *F18/2653-3*

25 June 2024

Ms Sarah Nattey
Assistant Secretary, Airports Branch
Department of Infrastructure, Transport, Regional Development, Communications
and the Arts
GPO Box 594
Canberra ACT 2601

Dear Ms Nattey,

Parafield Airport – 2024 draft Master Plan (dMP)

I refer to your request seeking comment from CASA on the Parafield Airport dMP prepared by the operator, Parafield Airport Ltd (PAL).

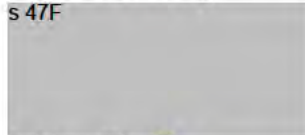
CASA provided comments on the Parafield Airport exposure draft Master Plan (edMP) on 3 August 2023 (attached) and this should be read along with this letter.

CASA notes the dMP does not include changes of a material nature to the edMP from our perspective.

Consistent with the advice provided last year, CASA advises the dMP does not raise any aviation safety concerns.

Yours sincerely,

s 47F



Adrian Slootjes
Branch Manager

OFFICIAL



Australian Government
Civil Aviation Safety Authority

AIR NAVIGATION, AIRSPACE AND AERODROMES

File Ref: F18/2653-2

3 August 2023

Mr Phil McClure
 Assistant Secretary, Airports Branch
 Department of Infrastructure, Transport, Regional Development, Communications
 and the Arts
 GPO Box 594
 Canberra ACT 2601

Dear Mr McClure,

Parafield Airport – 2024 exposure draft Master Plan (edMP)

I refer to your request seeking comment from CASA on the Parafield Airport edMP prepared by the operator, Parafield Airport Ltd (PAL).

Airside infrastructure

The edMP indicates there will be no changes to airside infrastructure during the immediate eight-year planning cycle. The document indicates the existing runway and taxiway is adequate to handle the aircraft type mix and movement volumes.

CASA notes that there will be no expansion required to the apron parking layout during the immediate eight-year planning cycle.

CASA also notes that PAL no longer intends to facilitate operations by Code 3 aircraft during the 20-year master plan period.

Land Use Plan

CASA notes the potential for commercial developments in the Airport Business, Enterprise and Commercial Precincts during the immediate eight-year planning period. Adelaide Airport Limited (AAL), the parent company of PAL, has demonstrated its understanding of safeguarding requirements when planning commercial developments.

Yours sincerely,

s 47F



Digitally signed by Adrian
 Slootjes
 Date: 2023.08.03 10:06:49
 +10'00'

Adrian Slootjes
 Branch Manager

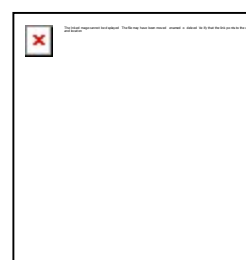
From: § 47F
Sent: Monday, 4 May 2026 9:51 AM
To: § 22
Subject: RE: Parafield Airport draft Master Plan [SEC=OFFICIAL]

§ 22
 I sent a reply to § 22's email saying I had no comments regarding the Master Plan.

Regards
 § 47F

§ 47F
 Building Surveyor
 § 47F@tonkin.com.au
 Office § 47F
 Direct § 47F
 Mobile § 47F


 Level 2, 170 Frome Street
 Adelaide SA 5000
Tonkin.com.au | [LinkedIn](#)



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From: § 22 <§ 22@infrastructure.gov.au>
Sent: Wednesday, July 3, 2024 9:08 AM
To: § 47F@tonkin.com.au
Cc: ABCMailbox <ABCMailbox@infrastructure.gov.au>; § 22 <§ 22@infrastructure.gov.au>
Subject: RE: Parafield Airport draft Master Plan [SEC=OFFICIAL]

OFFICIAL

Good morning § 47F

I'm just following up on this as § 22 has been unwell this week.

If your comments have already been sent to § 22, could you please forward me a copy this morning so I may add them into our briefing to the Minister?

If your comments are not yet ready could you please advise of when we might receive them? Our cleared brief will need to be with the Minister very shortly to meet the statutory timeframe.

Any issues, please reach out and thank you for your assistance.

Kind regards,
 § 22

s 22

Regulatory Officer • QLD, SA and NT Airports • Domestic Aviation and Reform

s 22 [@infrastructure.gov.au](mailto:infra@infrastructure.gov.au)

P s 22 • M s 22

GPO Box 594 Canberra, ACT 2601

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 I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islander people.*

OFFICIAL

From: s 22
 Sent: Friday, 7 June 2024 2:16 PM
 To: s 47F [@tonkin.com.au](mailto:tonkin@tonkin.com.au) <s 47F [@tonkin.com.au](mailto:tonkin@tonkin.com.au)>
 Cc: ABCMailbox <ABCMailbox@infrastructure.gov.au>
 Subject: Parafield Airport draft Master Plan [SEC=OFFICIAL]

OFFICIAL

Good afternoon.

I am writing to advise the Department has received a draft Master Plan (dMP) for Parafield Airport. The Department is now seeking your comments on the dMP.

Please provide me with any comments you may have by **COB 25 June 2024** via return email. If you are unable to meet this timeframe, please advise me prior to this date.

I would also appreciate your acknowledgement of receipt of this email and confirmation of your ability to access the document.

In order to access the document, please follow the Secure File Transfer instructions below:

- s 47E [Redacted]
- [Redacted]
- Click on the following path: Leased Federal Airports/South West Airport Documents/Parafield/Draft Master Plan 2024

Please do not hesitate to contact me should you have any questions.

Kind regards

s 22

Assistant Director • QLD, SA and NT Airports Section

s 22 [redacted]@infrastructure.gov.au

p s 22 [redacted]

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If you have received this e-mail in error, please notify the Department on +61 (2) 6274 7111 and delete all copies of this transmission together with any attachments.

OFFICIAL

OFFICIAL



s 22

Assistant Director, South West, ACT and NSW Airports and Noise Section
Department of Infrastructure, Transport, Regional Development, Communications and the Arts
By email: s 22 @infrastructure.gov.au

Dear s 22

Re: Parafield Airport 2023 draft Master Plan (dMP)

Thank you for the opportunity to review and provide feedback on the Parafield Airport 2023 draft Master Plan (dMP).

Following our assessment of the dMP, Airservices has not identified any significant safety or operational issues as relevant to our services, which include airspace procedures, air traffic management, aviation rescue firefighting, communication, navigation, surveillance (CNS) and enabling facilities in support of air navigation, environment and community engagement.

We do however note that:

As per 8.6.1.2 – Navigational aids - Airservices recommends that the reference to departures be removed from the first paragraph as this is not accurate - the NDB is not used for the currently published departures. Also, reference to the Parafield NDB decommissioning should reflect our current position – that Airservices is reviewing the navigational aid network but is yet to finalise any program that includes decommissioning of the Parafield NDB.

As per 13.5.3 – Noise Threshold Levels – Reference to the Aviation Environmental Design Tool (AEDT) should state version 3e and not 3c.

As per 13.6.2 – Methodology (ANEF) – The dMP documentation refers to the 2043 forecast ANEF, whereas Airservices confirms that current Parafield 2043 ANEF contours were endorsed for technical accuracy by Airservices.

We look forward to continuing to work with the Parafield Airport Limited (PAL) in relation to the finalisation of this Master Plan.

Please contact me should you have any questions or require further information.

Yours sincerely,

s 22

airport developments & engagement advisor
3 July 2024

GPO Box 367 Canberra ACT 2601
Airservices, Alan Woods Building, 25 Constitution Avenue, Canberra ACT 2600, Australia
T: +61 2 6268 4111 ABN 59 698 720 886

airservicesaustralia.com

OFFICIAL

From: Safeguarding
Sent: Monday, 4 May 2026 9:13 AM
To: s 22; Safeguarding
Cc: s 22; s 22; s 22
Subject: RE: Parafield Airport draft Master Plan [SEC=OFFICIAL]

OFFICIAL

Good afternoon s 22

Thank you for sending the draft Master Plan for Parafield Airport to the Airspace Protection & Airport Safeguarding team for review.

Overall, the dMP acknowledges the National Airports Safeguarding Framework (NASF) and satisfactorily addresses the necessary airspace protection considerations.

Our comments are provided below.

Airspace Protection

PAL does not anticipate any aviation infrastructure changes that would necessitate amendments to the current Obstacle Limitation Surface (OLS) or Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS), however the dMP specifies changes to visual or instrument flight path procedures may require amendment of the OLS or PANS-OPS surfaces at Parafield Airport. There are no changes to the OLS or PANS-OPS surfaces attributed to this Master Plan 2024. Amendments may be made during the period of this Master Plan as circumstance dictates.

National Airports Safeguarding Framework

The following NASF guidelines are relevant to this dMP

- Guideline A: Measures for Managing the Impacts of Aircraft Noise
- Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports
- Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports
- Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports
- Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports
- Guideline G: Protecting Aviation Facilities—Communications, Navigation and Surveillance (CNS)

Guideline A – Aircraft Noise **SWANN team to provide aircraft noise impact comments.**

NASF Guideline A is acknowledged in Section 12.4 *Aircraft Noise* and a description of the guideline and its relevance has been provided. Section 13 *Aircraft Noise* also addresses the recommendation from the Guideline, as well as for ANEF comments in section 13.5 *The Australian Noise Exposure Forecast (ANEF) System*. The dMP states new building developments within the Parafield Airport site are designed to minimise aircraft noise intrusion and achieve compliance with the AS 2021:2015 Acoustics between the ANEF 20 and 25 noise control measures. PAL has prepared an ANEF every five years since 1999 and a new ANEF was prepared as part of this dMP which was endorsed by Airservices Australia in December 2023.

Guideline B - Windshear

NASF Guideline B is acknowledged in Section 12.5 and a description of the guideline and its relevance has been provided. The dMP specifies that PAL seeks to mitigate the potential impact of windshear and turbulence on airport land. Windshear and turbulence assessments, based on Guideline B criteria, are undertaken for key development activities within Parafield Airport and close to the airport runways in accordance with Guideline B. A copy of the windshear assessment envelope is included at Figure 12.1.

Guideline C – Wildlife Strikes

NASF Guideline C is acknowledged in Section 12.6. A description of the guideline and its relevance are included as well as mapping (Fig 12.2).

The dMP outlines how PAL evaluates wildlife risk through monitoring, assessing, reporting and control measures. PAL practices habitat mapping and landscaping directed at minimising potential risk as well as wildlife buffer zones. The dMP specifies that any new development, and ongoing operational arrangements on the airport, must seek to minimise the risk of wildlife strikes through reducing bird life attraction. Such measures include building design (to avoid nesting opportunities), landscaping species selection, water-detention and retention strategies and waste management practices.

Guideline E – Light Distraction

NASF Guideline E is acknowledged in Section 12.8. The dMP states this Guideline applies to areas within a six-kilometre radius of PAL and developers and designers are required to comply with this Guideline. PAL assesses developments and activities within the Airport as part of the airport's development approvals process. Off-airport developments, the Building Near Airfields Overlay is applied as part of the South Australian Planning and Design Code.

Guideline F – Intrusions into Protected Airspace

NASF Guideline F is acknowledged in Section 12.9 of the dMP and a description of the guideline and its relevance has been provided. The Section provides a description of the regulatory framework and definitions of:

- Prescribed Airspace (Section 12.9.1)
 - Obstacle Limitation Surface (Section 12.9.1.1)
 - Procedures for Air Navigation Services – Aircraft Operations (Section 12.9.1.2)
- Airports Act 1996 & Airports (Protection of Airspace) Regulations 1996 (Section 12.9.2)
- Amendments to Prescribed Airspace (Section 12.9.3)
- Development Assessment (Section 12.9.4)

Guideline G - Aviation Facilities—Communications, Navigation and Surveillance (CNS)

NASF Guideline G has been acknowledged in Section 12.10 of the dMP which states PAL works with Airservices to understand and minimise any impacts when necessary.

If you have any questions, please don't hesitate to contact me.

Kind regards,

s 22 (he/him)

Regulatory Officer • Airspace Protection & Airport Safeguarding • Domestic Aviation and Reform

s 22 [@infrastructure.gov.au](mailto:s22@infrastructure.gov.au)

p s 22
GPO Box 594 Canberra, ACT 2601

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I recognise and respect their continuing connection to the land, waters and communities.
I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islander people.*

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From: s 22 <s 22@infrastructure.gov.au>
 Sent: Wednesday, 3 July 2024 9:39 AM
 To: Safeguarding <safeguarding@infrastructure.gov.au>
 Cc: s 22@infrastructure.gov.au; s 22 <s 22@infrastructure.gov.au>
 Subject: RE: Parafield Airport draft Master Plan [SEC=OFFICIAL]

OFFICIAL

Good morning team,

I'm just following up on this as s 22 has been unwell this week.

If your comments have already been sent to s 22, could you please forward me a copy this morning so I may add them into our briefing to the Minister?

If your comments are not yet ready could you please advise of when we might receive them? Our cleared brief will need to be with the Minister very shortly to meet the statutory timeframe.

Any issues, please reach out and thank you for your assistance.

Kind regards,
 s 22

s 22
 Regulatory Officer • QLD, SA and NT Airports • Domestic Aviation and Reform
 s 22@infrastructure.gov.au
 P s 22 • M s 22
 GPO Box 594 Canberra, ACT 2601

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From: s 22
 Sent: Friday, 7 June 2024 2:18 PM
 To: Safeguarding <safeguarding@infrastructure.gov.au>
 Cc: s 22@infrastructure.gov.au
 Subject: Parafield Airport draft Master Plan [SEC=OFFICIAL]

OFFICIAL

Good afternoon.

I am writing to advise the Department has received a draft Master Plan (dMP) for Parafield Airport. The Department is now seeking your comments on the dMP.

Please provide me with any comments you may have by **COB 25 June 2024** via return email. If you are unable to meet this timeframe, please advise me prior to this date.

I would also appreciate your acknowledgement of receipt of this email and confirmation of your ability to access the document.

In order to access the document, please follow the Secure File Transfer instructions below:

- s 47E [REDACTED]
- [REDACTED]
- Click on the following path: Leased Federal Airports/South West Airport Documents/Parafield/Draft Master Plan 2024

Please do not hesitate to contact me should you have any questions.

Kind regards

s 22 [REDACTED]
 Assistant Director • QLD, SA and NT Airports Section
 s 22 [REDACTED] [@infrastructure.gov.au](mailto:[REDACTED]@infrastructure.gov.au)
 p s 22 [REDACTED]
 GPO Box 594 Canberra, ACT 2601

Department of Infrastructure, Transport, Regional Development, Communications and the Arts
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*I acknowledge the traditional custodians of this land on which we meet, work and live.
 I recognise and respect their continuing connection to the land, waters and communities.
 I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islander people.*

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MS24-001190


Australian Government
**Department of Infrastructure, Transport,
Regional Development, Communications and the Arts**

To: The Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government for decision

Subject: Parafield Airport draft Master Plan 2024

Critical Date: Decision required on or before Monday **19 August 2024**. No decision by this date will result in the draft Master Plan being deemed approved in accordance with section 81(5) of the *Airports Act 1996*.

Recommendation/s:

1. That you **approve** under section 81(2) of the *Airports Act 1996*, the Parafield Airport draft Master Plan 2024 submitted by Parafield Airport Limited at **Attachment A**.

Approved / Not Approved

2. That you **sign** the letter to Mr ^{S 47F} Managing Director, Parafield Airport Limited at **Attachment B**, advising of your decision.

Signed / Not Signed

3. That you **sign** the letters to other relevant stakeholders at **Attachments C1 to C3**, advising of your decision.

Signed / Not Signed

The Hon Catherine King MP

Date:

Comments:

Key Points:

1. On 7 June 2024, Parafield Airport Limited (PAL) submitted the Parafield Airport draft Master Plan 2024 (dMP), for your consideration under section 81(1) of the *Airports Act 1996* (the Act).

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2. In accordance with section 81(2) of the Act, you must either approve or refuse to approve the dMP within 50 business days of its submission. A decision on the dMP, having regard to the requirements of the Act, is required by 19 August 2024.
3. We have assessed the dMP and consider it meets the requirements of the Act. Our assessment of the dMP (**Attachments D1 and D2**) includes the matters which you must have regard to in making your decision.
4. We also consider the dMP (**Attachment A1**) and Supplementary Report (**Attachment A2 and A3**) submitted have sufficiently demonstrated PAL's due regard to public comments received during the formal consultation period. As such, we recommend you approve the dMP.
 - a. Letters to ^{s 47F} Managing Director, Parafield Airport Limited and other relevant stakeholders, advising of your approval, are provided at **Attachment B** and **Attachments C1 to C3**.
5. If you approve the dMP, it will have implications for all future development on the Parafield Airport site. In particular, under section 94(5) of the Act, you can only approve a draft major development plan if it is consistent with a final master plan for an airport. As such, if you approve the dMP, the high-level parameters will be set for all future development within the planning period.
6. If you approve the dMP, PAL must publish the final Master Plan, within in accordance with section 86 of the Act within 50 business days.

Stakeholder Implications:

7. It is anticipated the approval of the dMP will be met with concern from some members of the community impacted by aircraft noise but will have positive impacts for industry and the community, as it is a strategic document that outlines the vision and plans for the airport site for the 20-year planning period.
 - a. PAL will continue to consult with Airservices, the aviation industry and the community on ways to mitigate aircraft noise. PAL will also continue to monitor the 'Fly Neighbourly' program, which specifies requirements for flight training schools to follow in order to mitigate aircraft noise.

Consultation:

8. Airservices Australia (Airservices) and the Civil Aviation Safety Authority (CASA) were consulted on the dMP and no significant issues were raised by either party. Some minor amendments have been requested to the final Master Plan which are included in your letter to ^{s 47F} at **Attachment B**. Consultation responses are included at **Attachment E**.
9. The Airport Environment Officer, the Airport Building Controller and the Department of Climate Change, Energy, the Environment and Water were also consulted on the dMP.

Attachments:

- Attachment A:** Parafield Airport draft Master Plan 2024 (A1) and Supplementary Report volume 1 (A2) and volume 2 (A3)
- Attachment B:** Letter to PAL advising of your decision
- Attachments C1-3:** Letters to other stakeholders advising of your decision
- Attachment D1:** Assessment Table 1 – section 71 of the Act
- Attachment D2:** Assessment Table 2 – section 81 of the Act
- Attachment E:** Correspondence received from Airservices (E1) and CASA (E2)

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MS24-001190

Cleared By: Sarah Nattey
Position: Assistant Secretary, Airports Branch
Division: Domestic Aviation and Reform
Ph: s 22
Mob: s 22
Cleared: 26 July 2024

Contact Officer: s 22
Section: QLD, SA and NT Airports
Ph: s 22

Instructions for MPS: Please notify Contact Officer once signed.

Do you require a signed hardcopy to be returned: Yes

Responsible Adviser: s 22

PDMS Distribution List: Jim Betts, Marisa Purvis-Smith, Stephanie Werner, Sarah Nattey, s 22

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