

## Adelaide Airport

IATA/ICAO CODE: ADL/YPAD  
 CITY: Adelaide  
 STATE: S. Australia  
 COUNTRY: Australia

### AIRPORT CONTACT

Information updated by the airport 10/2011

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Airport Web Site: [www.adelaideairport.com.au](http://www.adelaideairport.com.au)

ELEVATION: 20 ft.

RUNWAY INFORMATION				
Orientation	Length(ft)	Displaced Threshold(ft)	Glide Slope(deg)	Width(ft)
05/23	10174	-	-	150
12/30	5420	-	-	150

### NOISE ABATEMENT PROCEDURES

#### 1. Introduction

1.1 Noise Abatement Procedures shall apply to all aircraft except where specifically exempted in the following paragraphs.

## 2. Preferred Runways

2.1 Between the hours of 0600 and 2300 local time, the preferred runways are:

1. RWY 23
2. RWY 05

2.1.1 When Rwy 23 is the duty runway aircraft may land Rwy 05.  
When Rwy 05 is the duty runway aircraft may takeoff Rwy 23.

2.2 In the event of the non availability of Rwy 23/05 the preferred runways are:

1. Rwy 30
2. Rwy 12

2.2.1 When Rwy 30 is the duty runway aircraft may land Rwy 12.  
When Rwy 12 is the duty runway aircraft may takeoff Rwy 30.

2.3 Jet noise abatement climb procedures apply on runways 05, 12 and 30.

2.4 During the hours of 0600 to 0700 and 2100 to 2300 local time shoulder periods exists.

2.4.1 During these times:

(a) When Rwy 23 is the duty runway non-jet aircraft below 25,000 kg MTOW may land on runways other than Rwy 23.

(b) When Rwy 05 is the duty runway non-jet aircraft below 25,000 kg MTOW may takeoff on runways other than runway 05.

2.5 Between 0700 and 2100 local time preferred runways may be waived for non-jet aircraft below 25,000 kg MTOW.

## 3. Preferred Flight Paths.

3.1 Between 0600 and 2300 local time.

### 3.2 Arriving Aircraft

#### (a) Landing Runway 23

From the East - Intercept the Rwy 23 LIZ at or beyond MBY locator of the 047R (23 VOR/DME) at or beyond 10 NM. Aircraft shall not be cleared below 3000 ft until passing MBY or 10 NM.

From the West - Right circuit/base.

#### (b) Landing Runway 05

From the East - Intercept the AD 10 DME ARC, after crossing the AD185R intercept runway centerline at, or beyond 5 NM for jets and 3 NM for non-jets (AD210R for instrument approach).

Aircraft will not be descended below 5000ft until south of the AD120R, and not below 3000ft until west of the AD185R.

From the West - Intercept runway centerline at, or beyond 5 NM jets and 3 NM non-jets, (AD210R for instrument approach).

(c) Landing Runway 12

From the East - Intercept the 10 DME ARC thence intercept runway centerline at, or beyond, 5 NM jets and 3 NM non-jets, (AD304R for instrument approach). Aircraft will not be descended below 3000ft until west of the coast.

From the West - Intercept runway centerline at, or beyond, 5 NM jets and 3 NM non-jets, (AD304R for instrument approach).

### 3.3 Departing Aircraft

Jet aircraft and non-jet aircraft 25,000 kg or more MTOW, at all times, and non-jet aircraft less than 25,000 kg MTOW during the periods 0600 to 0700 and 2100 to 2300, local time, will be routed so as to closely follow the routes described below.

(a) Runway 23 Generic SID route, i.e. East via CADAM, West maintain runway heading/track until at least 3 NM.

(b) Runway 30 Maintain runway heading/track until at least 3 NM.

(c) Runway 05 and 12 No requirements.

3.4 Jet aircraft departing runway 23 or 30 for tracks to the east of the coastline will be required to be at or above 5000 ft before crossing the coastline eastbound.

3.5 Preferred flight paths may be waived for non-jet aircraft less than 25,000 kg MTOW between 0700 and 2100 local time.

3.6 Preferred flight paths do not apply to single engine aircraft less than 1750 kg MTOW.

## 4. Training Flights

4.1 Fly training (See AIP ERSA)

## 5. Curfew

5.1 2300-0600 local time.

5.2 Types of jet aircraft not affected by curfew period

- BAe 125-800B
- BAe 125-1000
- Beech 400A
- Canadair Challenger 601/604
- Cessna Citation 500/525/550/560/650/750
- Falcon 10/50EX/200/900/2000
- Gulfstream IV
- HS 125-700B
- Learjet 31A/35/36/45/60
- Mitsubishi MU-300
- Westwind 1124

The operator is responsible for determining the noise status of an aircraft with respect to ICAO Annex 16. Operators can obtain this information by writing to:

Manager, Environmental Monitoring  
Environment Policy and Programming  
Airservices Australia  
GPO Box 367  
Canberra ACT 2601 Australia  
Phone (06) 268 4530, or facsimile to (06) 268 4201

### 5.3 Runway Selection

5.3.1 During the curfew the preferred runways are:

Rwy 23 for takeoff.  
Rwy 05 for landing.

5.3.2 When Rwy 23 is the duty runway for landing, non-jet aircraft less than 25,000 kg MTOW may land runway 12.

5.3.3 When Rwy 05 is the duty runway for takeoff, non-jet aircraft less than 25,000 kg MTOW may takeoff Rwy 30.

5.4 In the event of the unavailability of Rwy 23/05 the preferred runways are:

Rwy 30 for takeoff.  
Rwy 12 for landing.

### 5.5 Preferred Flight Paths

During the curfew, the preferred flight paths in section 3 will apply to all arriving and departing aircraft, except single engine aircraft of less than 1750kg MTOW.

### 5.6 Jet Arrivals

5.6.1 A turbojet aircraft inbound for Adelaide Airport may depart only if the estimated time of arrival will be at or before 2300 local time. However, if the aircraft is subsequently delayed enroute it may continue and land.

5.6.2 A turbojet aircraft which has flight planned to arrive at or after 0600 local time and which subsequently arrives early, shall hold until 0600 local time, unless the fixed fuel reserves specified in the company operations manual will be reduced

### 5.7 Jet Departures

5.7.1 A turbojet aircraft shall not depart after 2300 local time unless air traffic control has been advised that the doors are closed, or that the aircraft has requested a pushback or taxi clearance at, or before 2300 local time.

### 5.8 Exemptions

5.8.1 Curfew restrictions do not apply to a flight under the following circumstances:

- (a) when it is engaged upon a flight for urgent medical, flood or fire relief, search and rescue, police (POLAIR) operations, or flights related to natural disasters. Such flights shall be planned as a special requirement flight as defined in AIP OPS SPEC-1 para 75;
- (b) when it has declared an in-flight emergency;
- (c) when it has declared an emergency;
- (d) mercy flights.

## 5.9 Use of Adelaide as an Alternative

5.9.1 Adelaide Airport may be nominated and used as a planned or unplanned alternate. However, an aircraft diverting to Adelaide Airport shall hold until 0600 local time unless fixed fuel reserves specified in the company operations manual will be reduced.

5.9.2 A diverting domestic aircraft, having landed due to rule requirements, may depart before 0600 local time.

## 5.10 Dispensations

Applications for dispensations from the curfew may be directed to:

Manager, Environmental Monitoring  
Environment Policy and Programming  
Airservices Australia  
GPO Box 367  
Canberra ACT 2601 Australia  
Phone (06) 268 4530, or facsimile to (06) 268 4201

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

### AIRPORT CURFEWS

See Sections 5 under noise abatement procedures.  
Curfew 2300-0600 local time

### PREFERENTIAL RUNWAYS

See Sections 2-2.5 under noise abatement procedurea

OPERATING QUOTA - [NONE](#)

### ENGINE RUN-UP RESTRICTIONS

The airport has engine run-up restrictions. Contact the airport for details. The Adelaide Tower is familiar with the restrictions and will advise on request when an aircraft is in port.

APU OPERATING RESTRICTIONS - [NONE](#)

## NOISE BUDGET RESTRICTIONS - NONE

## NOISE SURCHARGE

**7/2010 - According to the IATA Airport and Air Navigation Charges Manual, the Noise Levy Charge shown below has been discontinued at this airport.**

1/2007 IATA Airport and Air Navigation Charges Manual

Noise Levy Charge (NLC)

Calculation: Rate x 2<sup>^</sup> (ANL-265)/15

Rate: AUD 200.96 (GST exempt)

ANL (assessed noise level), measured in decibels, is calculated as follows:

Jet aircraft certified as Chapter 2: ANL is the sum of the lateral, flyover and approach noise measurements (in decibels) plus 3.5

Jet aircraft certified as Chapter 3: ANL is the sum of the lateral, flyover and approach noise measurements in decibels.

## NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-Implemented by the Department of Infrastructure and Transport. Program is effectively closed.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-Australian Noise Exposure Forecasts are included in Airport Master Plans which are updated every 5 years.
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

## NOISE MONITORING SYSTEM

<http://www.airservicesaustralia.com/projectsservices/reports/nfpms/nfpmsadelaide.asp>

## FLIGHT TRACK MONITORING SYSTEM

<http://www.airservicesaustralia.com/projectsservices/reports/nfpms/nfpmsadelaide.asp>

## NOISE LEVEL LIMITS - NONE

## CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes are prohibited from operating at airports in Australia as of April 1, 2002.

## CHAPTER 2 PHASEOUT

[Australia Phase out of Chapter 2 airplanes complete as of April 1, 2002.](#)

## CHAPTER 3 RESTRICTIONS

[Marginally compliant Chapter 3 airplanes restricted](#)