Airport Master Plans and Environment Strategy 2009

Darwin International Airport and Alice Springs Airport are now well into the final consultation phase for their 2009 Master Plan and Airport Environment Strategy documents.

The Airports Act 1996 (the Act) and other regulations under the Act (the regulations) stipulate the requirements for the management and operation of Darwin and Alice Springs Airports. The Act requires that DIA and ASA prepare a 20 year Master Plan to guide development of existing and proposed airport land uses and facilities. The Master Plan remains in force for a five year period and thus is reviewed every five years.

The Act also requires that DIA and ASA prepare an Airport Environment Strategy which is a five year strategic plan for the environmental management of operations on airports. Its purpose is to ensure relevant environmental standards and legislation are adhered to and establishes a framework for assessing environmental compliance against the standards and legislation. The strategy also guides continual improvement to environmental management across the airport.


For Darwin and Alice Springs Airports, the 20 year Master Plans provide a 2029 development concept for long term development as an airport with an optimal mix of aeronautical and non-aeronautical uses. The Master Plan assists and encourages progressive and strong growth of the airport land.

Our airports are committed to effective and genuine consultation with all stakeholders. The 2009 Preliminary Draft Master Plans and Airport Environment Strategy documents are being released to the public for comment, however considerable consultation has already occurred.

During preparation of the Preliminary Drafts, our airports have undertaken consultation with government agencies, airlines, general aviation operators, airport businesses as well as community groups to scope the major issues.

Recently, Alice Springs Airport held a public display at the Alice Springs Show. The display allowed for members of the public to view the details of the Plans and obtain information on how they can provide feedback.

Darwin International Airport also held a public display at the Royal Darwin Show between 23rd and 25th July 2009.

Public Comment
All comments received will be carefully considered by our airports, and copies of all comments will be provided to the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Anthony Albanese MP.

Written comments must be submitted by 14th October 2009 through the following channels:

Contact: Kym Meys or Chris Bigg
E: masterplan@ntairports.com.au
M: Darwin International Airport
Master Plan/Environment Strategy
PO Box 40996 Casuarina NT 0811
F: 08 8920 1800

Copies of both Preliminary Drafts will also be on display at Casuarina, Darwin, Palmerston and Alice Springs public libraries.

Documents are also available for download at:
- www.darwinairport.com.au
- www.alicespringsairport.com.au
Employee Collective Agreement

After a long process of liaison with the Federal Government’s Workplace Authority, Northern Territory Airports has finally received approval for its new Employee Collective Agreement.

This new form of Agreement steps away from the old award based document and is structured to allow flexibility in the workplace and to support the business operation into the future. The new Agreement received an overwhelming majority “yes” vote of support from staff on several occasions through the approval process.

The management at NT Airports wishes to acknowledge the significant support of Northern Territory Senator Trish Crossin as well as Michael Maloney from the Northern Territory Chamber of Commerce for their involvement in the liaison process and subsequent Agreement ratification. Their input was both pivotal and very much appreciated.

Thanks and acknowledgement are also extended to the LHMU. Whilst not officially engaged in the negotiation processes, their interest in our cause and support was significant.

As a consequence of the ratification, staff were able to be paid all their entitlements on Thursday 23rd July 2009.

 Darwin Airport Terminal expansion on hold

Recently it was announced that despite receiving Federal Government approval, plans to expand the terminal to facilitate aircraft hubbing at Darwin International Airport (DIA) would not proceed.

Unfortunately, the pricing model required to support the expansion was one that airport management and Jetstar could not agree on in the current economic environment (see page 3 article on “Airport Pricing - The Facts”).

Because of the global financial crisis, the airport applied for $30 million in funds from Infrastructure Australia to help ensure the project went ahead, however the application was unsuccessful.

CASA Error Management Roadshow

Staff from Darwin International Airport recently attended one of the CASA “Error Management Roadshows” that were held across Australia during June.

The roadshow’s focus was on practical error management for pilots and LAME’s and was facilitated by CASA’s human factors team.

Keynote speaker Dr Tony Kera, a multiple award winning aviation safety expert and author of five books on aviation professionalism, appeared at the full day seminar which covered:

- the background to human error: physiology and psychology;
- violation and error-producing conditions and counter measures for LAME’s and pilots;
- developing a personal safety management system (PSMS) to integrate seamlessly with organisational safety management systems;
- practical error management, tips and strategies for individuals.

Management at DIA will continue to liaise with all its airline partners in the near future to expand air service capacity through Darwin. This includes an $8 million project to add two additional apron positions at the western end of the airfield to accommodate additional peak period services and overnighting aircraft.

Capital expenditure at Darwin Airport for the 2009/2010 financial year is still targeted at around $19 million, of which the majority will be spent directly on aviation activities. In the past five years, the airport has delivered more than $77 million in aviation related capital projects.

A detailed evaluation is also underway on the facilitation of improved General Aviation capacity.

- •
Security Workshops
On the 24th and 25th June, Darwin International Airport held two Aviation Security Workshops at the Darwin Airport Inn. The workshops involved a wide variety of aviation industry participants, government, and response agencies.

The Workshops were held as part of the “Regional Aviation Training and Exercise (RATE) Programme”, which is a joint initiative between the Office of Transport Security (OTS) within the Department of Infrastructure, Transport, Regional Development and Local Government, and the Northern Territory Police.

They were held as part of a series of workshops across the Northern Territory to raise security awareness in the regional aviation sector. The program builds on the ongoing partnerships developed across the Northern Territory with key stakeholders and continues to enhance information sharing and cooperation.

The program also delivers improved community awareness and understanding of critical infrastructure protection and business continuity arrangements within the aviation sector.

Thanks to all participants who attended the exercise. Special thanks are extended to Mick Van Heythuysen from the Northern Territory Police Counter Terrorism Security Co-ordination Section, for his contributions and facilitation of these successful workshops.

Jetstar increases services between Darwin and Sydney
Jetstar recently announced increased capacity on its Sydney-Darwin sector to take effect in October 2009.

Jetstar currently operates five daylight weekly return A320 services between Sydney and Darwin which provides timely daily connections to Singapore or Bali and up to five times weekly to Ho Chi Minh city.

The carrier’s Sydney-Darwin service will increase to a daily offering from 18th September 2009 and continues to operate in daylight hours in both directions. Jetstar also plans to introduce an additional three weekly return service on the Sydney-Darwin sector to operate “back of clock” and commence in late October taking the total to 10 weekly services. This will boost Jetstar’s domestic seat capacity in Darwin by an extra 1770 weekly seats.

The schedule for the additional three times per week late evening Sydney-Darwin return service will be available from the airline shortly.

Jetstar’s Sydney-Darwin flight timings will be slightly adjusted with the introduction of daylight savings.

Sydney-Darwin
Flight JQ73
Dep: 1305 daily
Arr: 1715
Darwin-Sydney
Flight JQ74
Dep: 0730 daily
Arr: 1225

Airport Pricing - The Facts
There are a number of costs which airlines pay for landing at any large airport. These include charges by Airservices Australia for providing the Fire and Rescue Service and Air Traffic Control, charges by the airport for provision of passenger security (passenger and checked baggage screening) and charges by the airport for use of infrastructure (runways, terminal facilities etc) which include operational costs. These infrastructure and operational charges are termed “airport charges”.

The standard of passenger security measures are mandated by the federal Office of Transport Security. This means that the same standard of security infrastructure (passenger screening points, checked baggage conveyor screening system) is required at all of the 11 Australian airports which are called “security designated” airports. These airports are Sydney, Brisbane, Melbourne, Adelaide, Perth, Cairns, Hobart, Gold Coast, Canberra, Alice Springs and Darwin. Other airports have a less stringent security environment than the 11 security designated airports.

Security charges, because of the base security infrastructure and capability required at all security designated airports, are sensitive to passenger throughput (in layman’s terms, lower passenger numbers equals higher charges). Airport Charges are also generally sensitive to total passenger numbers. The greater the passenger numbers the lower the charges. Security charges are relatively high at Darwin because it is a security designated airport with low passenger volume.

Darwin International Airport handles only 1.3% of the national airline market therefore does not have the economies of scale that larger airports have (eg Darwin has 5% of the passenger throughput of Sydney and yet the main runway and aircraft apron can handle every type of aircraft that operates into Sydney - even the Airbus A380).

Illustrated below is a comparison of airport charges per passenger for international flights. As can be seen, Darwin sits in the middle of the pack.

To download an extended version of this article including details on the impact of airport charges on domestic airfares, visit www.darwinairport.com.au.
Melaleuca Awards

The Anetyeke Garden at Alice Springs Airport was this year’s submission from NT Airports to the Power and Water Melelauca Awards in the “commercial/industry” category.

The Anetyeke Garden is a wonderful example of a Central Australian native garden. It demonstrates to the visitor the benefits of a native garden including:
- Decrease in water use
- Reduction in the use of fertiliser
- Improved local biodiversity
- Reduction of weeds.

Although not a winner at this year’s Melaleuca Awards, the garden continues to win the appreciation of locals and visitors to Alice Springs Airport.

Over the years, the garden itself has been enhanced and maintained, however in July 2008, the airport commissioned local artist and designer Pauline Clack to significantly revamp the educational signage and brochures.

The interpretive signage educates visitors on the garden’s plant species and the biological processes which occur within arid zone ecosystems.

DIA High Flyers take on the Katherine Ultra Challenge

Staff from both Darwin and Alice Springs Airports assembled a team to participate in the Katherine Ultra Challenge during June. The Challenge covered 100km along the rough but spectacular country based around the Katherine Gorge and included six legs - a swim, cross country run, mountain bike ride, road run, canoe and road ride.

Alarms were set for 5.30am and at the race start briefing, advice was given to competitors on what to do if they came across any buffalo or wild pigs (run faster than the animals if they were chasing you!).

The team was led off by John Thyne in the 3.2km swim leg down Katherine Gorge, finishing in 49min and handing over to Lunar Eclipse to take on the 10km cross country run. Lunar finished the rough and sandy run in 57min.

Brett Curtis was next cab off the rank in the 28km mountain bike ride. Brett was unlucky enough to get a flat tyre in the first 5 minutes of his leg, however thanks to the help of a fellow competitor, was soon on his way again and pushed through the pain barrier to reach the next transition point in a time of 1hr 58min.

Corrina Dichiera’s nervous wait was now over and she burst out of the blocks for the 8km road run. Corrina finished one of the biggest runs of her life in the blistering heat of the midday sun in a time of 48min.

Richard Gonzalez then took off down the Katherine River in a borrowed canoe for the 17km canoe leg and finished in a time of 1hr 48min.

Alan Revell then completed the road bike leg of 37km road ride in a blistering 1hr 6min.

The team members took away a great sense of satisfaction from the event, cheering and supporting each other and the other teams.

Team managers Nara Vajrathorn and Ilma Thorne did a fantastic job as team managers bringing the group together and providing vital logistical, communications and general support.

Overall, the High Flyers finished in a total time of 7 hrs 30min 14sec - a Bronze medal finishing time and an 8th placing out of 23 in open mixed teams.

Now the real challenge is to build on the knowledge and experience gained and use that to take on the Katherine Ultra Challenge in future years.

Alice Springs team tackles Mount Gillen

Staff from Alice Springs Airport and Lisa Quinnel from Q2 recently tackled Mount Gillen. The top of Mount Gillen is a climb of some 340 metres over a distance of just under 3km (an average gradient of about 12%) and the team managed to complete the return journey from Flynn’s grave in about three hours.

The Simpson’s Gap bike path is an undulating track of some 17km (with no diversions) and is a 1½ hour ride one way, with the team taking time to stop at interpretative signs and picnic spots on the way.
Community

Corporate Giving Committee Update

Staff from Darwin Airport recently welcomed participants of CanTeen’s first ever Top End camp which ran from 13th-17th July. Over 70 young people living with cancer from across the Northern Territory and South Australia took part in the camp, experiencing a range of social, recreational and workshop activities.

The group started their camp by enjoying a BBQ lunch at the Aviation Institute at Darwin Airport, hosted by the Darwin Airport Corporate Giving Committee and staff. After the BBQ the group left for their Wallaroo Base Camp (near the Bark Hut) to take part in activities such as canoeing, mountain bike riding, fishing and discussion groups.

During the rest of the week they visited several Top End attractions such as Kakadu, Noarlangie Rock, Wangi and Florence Falls, returning to Darwin at the end of their trip to enjoy a harbour cruise and a visit to Crocodylus Park.

CanTeen Members are 12–24 years old and have been diagnosed with cancer, or had a parent, brother or sister diagnosed or died from cancer. All programs are free of charge for participants.

Darwin International Airport supports CanTeen by providing funding for the first Regional Programs Officer in the Northern Territory. For Darwin residents, keep an eye out in the next TV edition of “Around Palmerston” for coverage of the BBQ and camping trip.

Staff go red for the Heart Foundation

Darwin Airport staff recently supported the Heart Foundation’s “Go Red for Women” campaign with staff wearing red and enjoying a healthy morning tea.

NT Airports Legal Counsel, Selina Pollard, is a Director on the Board of the Heart Foundation of Australia Northern Territory Division Incorporated, and encouraged staff to take care of themselves and the women in their lives.

For more information visit www.heartfoundation.com.au

New Faces

Lisa Cryer
EA to Ian Kew and Tom Ganley (maternity contract)
Darwin Airport Management Centre

Andrew McKernon
Airport Duty Manager
Darwin Airport Terminal

Staff at Alice Springs Airport recently farewelled Patrick Doyle who until recently worked with the Qantas team as Airport Manager.

Rob Price, Ilma Thorne, Don McDonald, Patrick Doyle, Kellie Treloar, Simon Hatfield

Darwin basketball kids in Vietnam

The Corporate Giving Committee and Darwin Airport Resort recently supported the Darwin 13 years-and-under boys basketball team who travelled on a basketball and cultural tour to Vietnam from 25th June to 6th July 2009.

The tour not only provided the boys with basketball experience but also a valuable learning experiences on Vietnamese culture and history.

The picture below was taken in Ho Chi Minh (Darwin 13 years-and-under boys with the Ho Chi Minh Team).