3. Adelaide airport

Summary

For Adelaide airport, the 2006–07 year was the first full year that both the new terminal, T1, was in operation and the associated passenger facilitation charge (PFC) was levied. This affected the results of both prices and quality of service monitoring.

In 2006–07 passenger numbers, tonnes landed and aircraft movements increased and most aeronautical and aeronautical-related service prices increased. As a result, aeronautical and aeronautical-related profitability increased. Higher revenues are largely due to the first full-year application of the PFC at Adelaide airport. The value of aeronautical assets decreased due to depreciation. However, total airport non-current assets increased due to increases in investment property and 'other' non-current assets.

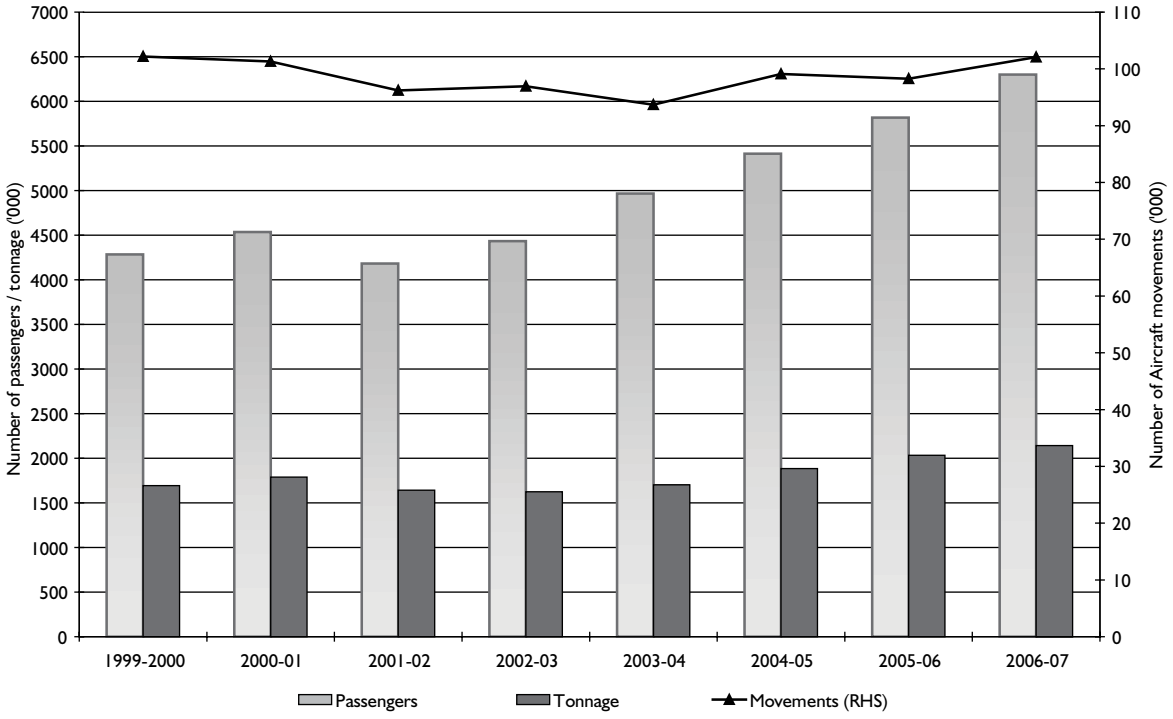
Overall quality of aeronautical services at Adelaide has been rated as good. Airline ratings on availability of airside services increased, while ratings of the standard decreased. The percentage of international arriving and departing passengers using an aerobridge increased to around 100 per cent in 2006–07. The commencement of operations at the new T1 corresponded with a large increase in the availability of check-in desks, reflecting an increase in the number of check-in desks from 15 to 46 during 2005–06. Airline ratings of check-in facility availability and standard increased to around good in 2006–07. Australian Customs Service ratings in general have increased.

3.1. Adelaide airport price monitoring results

3.1.1. Activity

Chart 3.1 shows traffic volumes at Adelaide measured by passenger numbers, tonnes landed and aircraft movements from 1999–2000 to 2006–07.

Chart 3.1: Volume of passengers, tonnes landed and aircraft movements



In 2006–07 passenger numbers, tonnes landed and aircraft movements all increased.

Passenger numbers at Adelaide airport have been increasing since 2002–03, after falling in 2001–02 following the collapse of Ansett, the September 2001 terrorist attacks and the SARS outbreak. Before 2001 passenger numbers were showing positive growth at Adelaide. Passenger numbers have recovered in the last five years, increasing by 6.0 per cent in 2002–03, 12 per cent in 2003–04, 9.0 per cent in 2004–05, 7.5 per cent in 2005–06, and 8.2 per cent in 2006–07 to reach 6 300 493, the highest passenger number recorded over the reporting period.

Tonnes landed increased by 5.4 per cent in 2006–07 after a 7.9 per cent increase in 2005–06, an 11 per cent increase in 2004–05 and a 4.9 per cent increase in 2003–04. Tonnes landed reached a new peak of 2.1 million tonnes landed.

In 2006–07 aircraft movements grew by 3.8 per cent, following an approximate 1 per cent decline in 2005–06. Generally, aircraft movements have experienced little change over the reporting period.

More detailed operational statistics for Adelaide airport are contained in appendix 1.1.