

DEVONPORT AIRPORT MASTER PLAN 2035

A vision to position the Devonport Airport as the key tourism and business gateway to Tasmania's North West and the Cradle Coast region.





ABOUT DEVONPORT AIRPORT

Located on Tasmania's North West Coast, the Devonport Airport (DPO) is one of the State's key regional airports. Owned and operated by Tasmanian Ports Corporation Pty Ltd (TasPorts), the airport is the largest security-controlled airport in the region and offers 24-hour access, 365 days a year, with all-weather facilities.



AIRPORT CUSTOMERS:

- Regular Public Transport passenger services
- Dedicated air freight operators
- General Aviation (GA) and flight training
- Corporate jets, turboprops and helicopters
- Ad hoc government and military aircraft

SUPPORT AND RESOURCES PROVIDED:

- Air ambulance
- Rescue helicopter
- Police air wing
- Aerial fire spotters and bombers

The on-site aircraft maintenance facility is the largest independent General Aviation facility in Tasmania, supporting both fixed-wing and rotary-wing aircraft up to 5,700kg.

For tourists visiting Tasmania, Devonport Airport provides a critical link between the Cradle Coast region and Melbourne, Victoria. The airport is located 10km from the city centre of Devonport and only 86km from the iconic Cradle Mountain.

KEY AIRPORT FEATURES

- Total area: 308 hectares
- Main runway: 1,838m long by 45m wide – contained within a 300m wide runway strip
- Secondary runway: Grassed, 880m long by 30m wide, contained within a 90m wide runway strip
- Taxiway network leading to Regular Public Transport and General Aviation (GA) apron areas, airline passenger and GA terminals
- Aircraft maintenance and storage hangars
- Refuelling for airline and GA aircraft
- Vehicle provisions such as car parking, rental cars and taxi services
- Civil Aviation Safety Authority (CASA) certified aerodrome, compliant with the conditions in CASA Manual of Standards Part 139 (MOS Part 139)
- Designated security-controlled airport, compliant to conditions set out by Department of Home Affairs, Aviation Maritime Security
- The Latrobe Council Interim Planning Scheme 2013 is the instrument that controls use and development of the airport land.

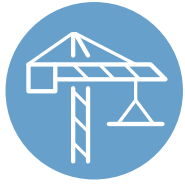
MASTER PLAN KEY OBJECTIVES



Ensure a sustainable airport by establishing a welcoming environment for aviation activities and businesses.



Provide a strategic planning framework and guide to land use planning.



Facilitate future development opportunities.



Identify opportunities to improve economic returns.



Enhance aviation-related and regional economic activity.



Deliver commercial outcomes for the community, Devonport Airport and TasPorts.

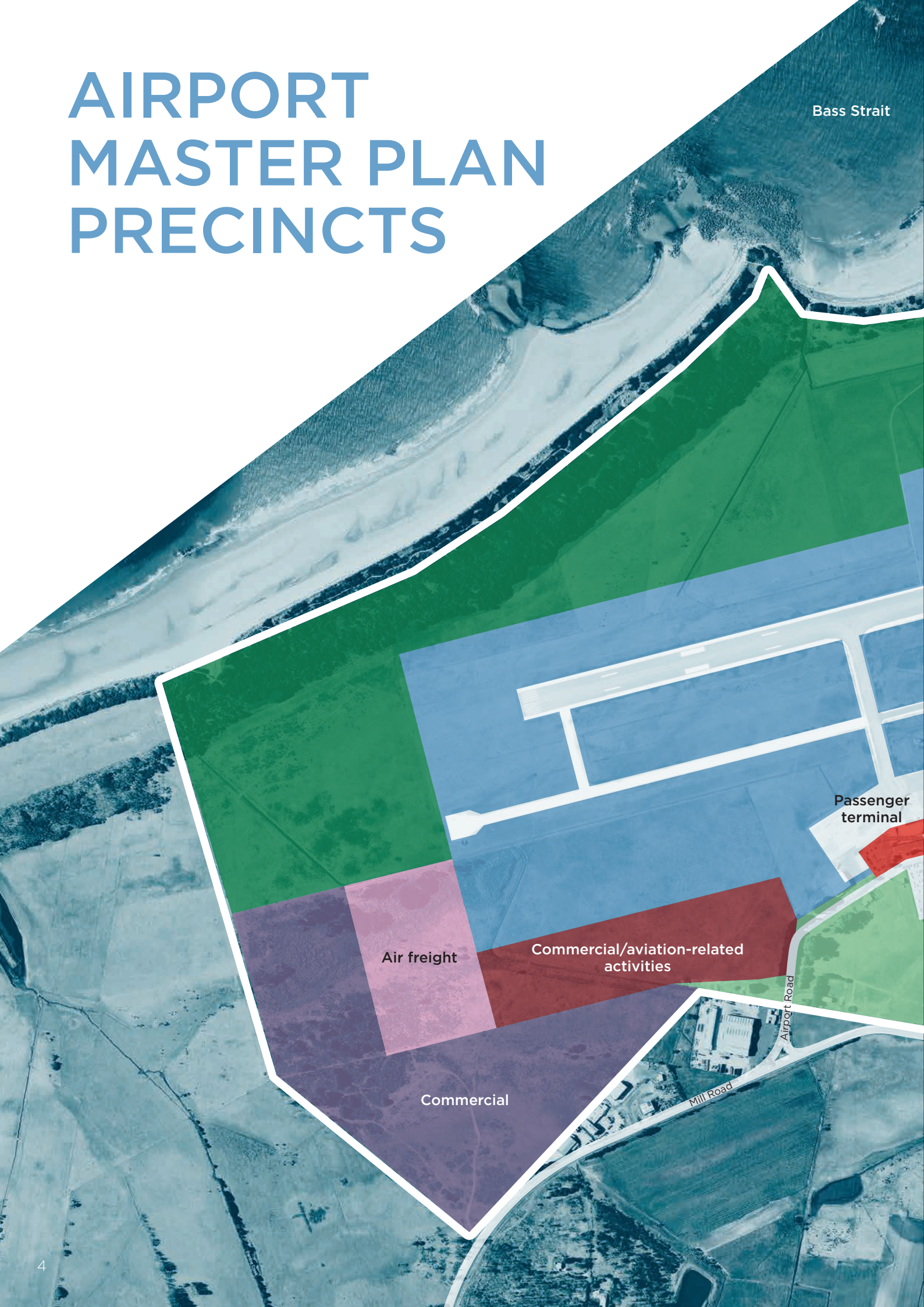
The Devonport Airport Master Plan has been based on demand forecast, planning constraints on and off-airport, as well as the calculation of the critical infrastructure requirements to support future aviation activity.

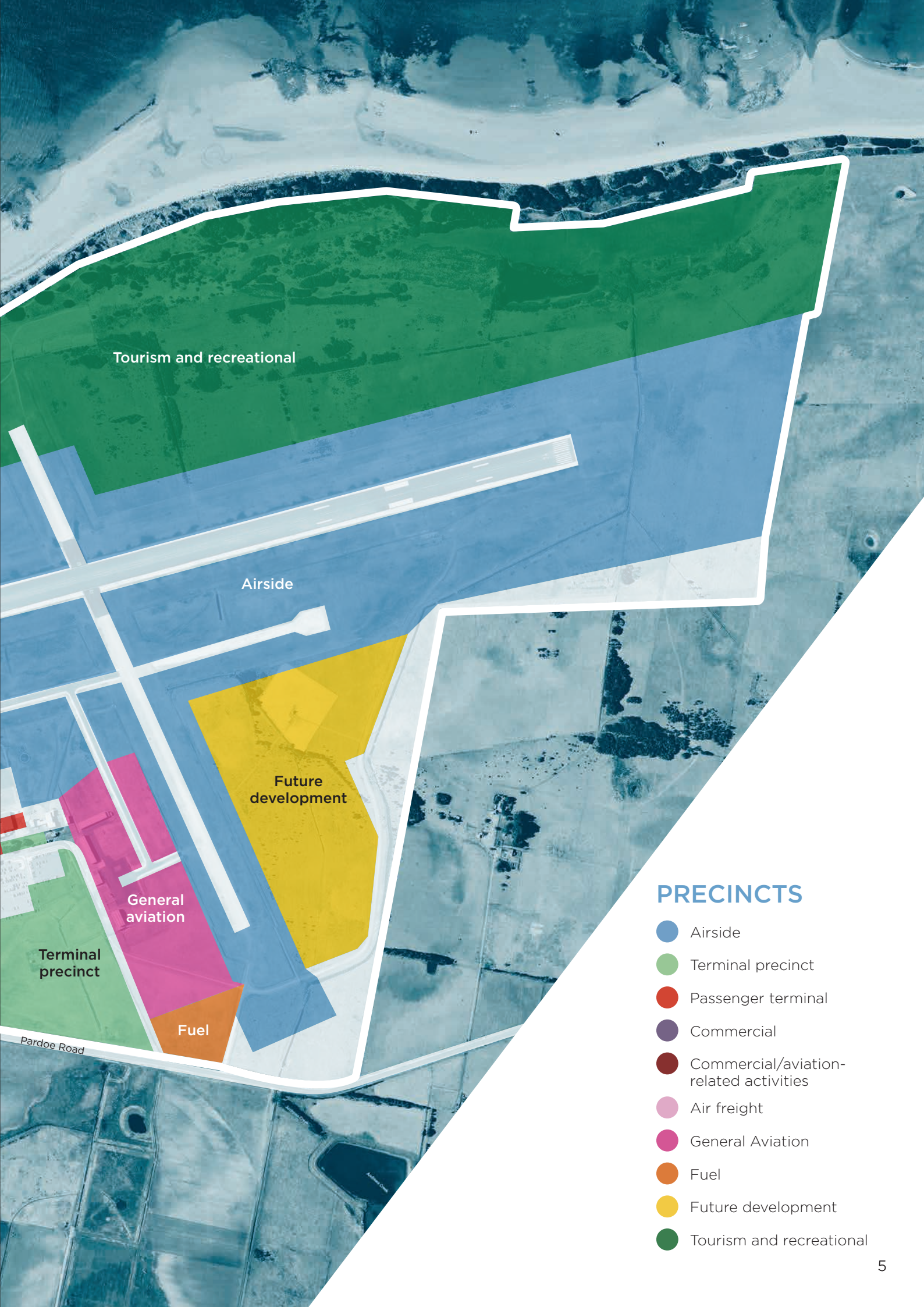
The Devonport Airport Master Plan provides a logical and staged approach to further development, positioning Devonport Airport as the airport of choice for business, travellers and tourists visiting Tasmania's North West and the Cradle Coast region.



AIRPORT MASTER PLAN PRECINCTS

Bass Strait





Tourism and recreational

Airside

Future development











General aviation

Terminal precinct

Fuel

Pardoe Road

PRECINCTS

-  Airside
-  Terminal precinct
-  Passenger terminal
-  Commercial
-  Commercial/aviation-related activities
-  Air freight
-  General Aviation
-  Fuel
-  Future development
-  Tourism and recreational



The Master Plan Precincts have been developed to ensure land use for aviation activities is prioritised. Land not required for aviation use has been appropriately allocated for non-aviation activities.

AIRSIDE

The airside precinct comprises the runways, taxiways and apron system. The Master Plan is based on a 2010m runway length that, for example, can provide for non-stop unrestricted payload jet services to Brisbane.

The ability to provide a full-length parallel field taxiway to the main runway has been reserved in the Master Plan.

Beyond the Master Plan's planning horizon, land has been preserved to extend the runway within the airport boundary should there be a need to operate aircraft requiring a longer runway length.

Devonport Airport will position itself to be nominated as an alternate airport, should Hobart Airport not be available due to weather or other operational requirements.

TERMINAL PRECINCT

The terminal precinct comprises activities including the airport operations building, rental car buildings, substations, public and rental car parks, future commercial buildings and road circulation network.

The rental car check-in will be relocated from the terminal to within the public car park.

Car parks and kerbside set-downs will be enlarged over the planning period, while roads and utilities can be upgraded to meet future development opportunities.

PASSENGER TERMINAL

The passenger terminal comprises the physical terminal and immediate adjacent support areas.

In 2020, significant upgrades were undertaken representing a \$650,000 investment, which included a Federal grant of \$445,500 to enhance airport security measures.

The works included a new departure lounge with airside views, remodelling of the terminal to include a new security checkpoint for passengers, remarking of the apron to increase capacity for two jets and the creation of a dedicated freight apron.

The Master Plan process included identifying further pragmatic and cost-effective terminal improvements associated with key trigger points in the low, medium and high demand forecasts.

These improvements include:

- air-conditioning package units
- additional toilets in arrivals hall
- improve emergency egress from departure lounge
- increase baggage reclaim belt.

COMMERCIAL

The proposed commercial precinct has been identified in an area that is not required for aviation-related activities.

The nature of commercial activities that may be accommodated in this precinct include, but are not limited to, freight and logistic distribution centres, processing works, storage and packaging, maintenance and assembly.



COMMERCIAL/AVIATION-RELATED ACTIVITIES

The proposed commercial/aviation-related precinct has been reserved for aviation activities that require direct airside access. The nature of the activities that may be accommodated in this precinct include, but are not limited to, aircraft maintenance, training for airport and airline staff, and aviation emergency services training.

Supporting facilities associated with the above may also be located within the precinct, however, they may not have direct airside access.

AIR FREIGHT

The proposed air freight precinct has been located in close proximity to both the commercial precinct and main runway. The objective is to segregate larger freight aircraft from the passenger terminal and reduce the infrastructure requirements of connecting the apron area to the runway.

Development of this precinct will be based on demand for medium-haul air freight operations to mainland cities and export operations.

GENERAL AVIATION

The GA precinct has been developed to provide additional capacity in the GA and sport aviation sector in accordance with future demand. This area would be dedicated to aero club and sport aviation flight training, private flying, helicopters, hangars and aircraft maintenance facilities.

FUEL

As airport demand increases for aviation fuel, there will be a requirement to establish a new fuel farm on-site. The fuel precinct may also create opportunities to establish a retail fuel outlet to support rental cars, passengers, airport staff and the community.

FUTURE DEVELOPMENT

Within the planning horizon, there are no proposed developments that have been identified for suitable use in this precinct. However, should opportunities arise within the planning horizon that may be suitable for this precinct, proposals should be reviewed on merit, ensuring that any suggested use is compatible with airport operations.

TOURISM AND RECREATIONAL

The tourism and recreational precinct is located between the northern airside boundary of the main runway and the coastline. This large parcel of land lends itself to tourism and recreational development, while maintaining the vista from the terminal precinct.

Wind conditions must be considered ahead of any development on the northern side of the runway. The prevailing winds at Devonport Airport are from the northwest, and the impact of mechanical wind turbulence generated by structures must be assessed to ensure there is no effect on aircraft operations.

Activities in this precinct could comprise a high-end golf course to complement existing golf courses on the northern coastline, adding value to the tourism market.

Devonport Airport, which is jet-capable, can provide excellent access for the corporate golf market via frequent airline services, charters and private aircraft. This may be supported by a clubhouse/bar/restaurant and eco-tourism accommodation lodges along the ridge line of the airport's northern boundary.

The precinct would also connect into the North West Coastal Pathway. The track for runners, walkers and cyclists is intended to run between Wynyard and Port Sorell, with much of it already in place. The pathway is a joint initiative of the Cradle Coast Authority and Safer Roads for Cyclists Tasmania Incorporated, alongside participating local councils.

COMMERCIAL AND GENERAL ENQUIRIES

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