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Northern Territory (NT)

Northern Territory is a federal territory, occupying much of the mainland continent, as well as the central northern regions. It shares borders with Western Australia to the west, South Australia to the south and Queensland to the east. To the north, it is bordered by the Timor and Arafura Seas and the Gulf of Carpentaria. Although it is the third largest federal division, it is the least populous in Australia, with only 230,000 people. Capital is Darwin on the northern coast. The economy is largely driven by mining, which accounts for a quarter of the territory's GDP.

Darwin International Airport, along with those at Alice Springs and Tennant Creek, were acquired by the Airport Development Group Inc (ADG) on lease from the Commonwealth Government in June 1998 for a consideration of AUD 110 million. ADG is the parent group, which owns 100% of Northern Territory Airports Pty Ltd (NTAPL), which, in turn, owns 100% of Darwin International Airport Pty Ltd (DIA) and Alice Springs Airport Pty Ltd (ASA). Both companies are respectively the holders of 50-year leases, with free options to renew for another 49 years. ADG also owns 100% of Tennant Creek Airport Pty Ltd (TCA), also holders of a 50-year lease, with free option for a further 49 years. ADG is majority Australian owned, which is a requirement of the Airports Act 1996.

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Alice Springs (ASP/YBAS)

The 2009 Master Plan was approved in August 2010 and includes a proposal to transfer a parcel of airport land to the Northern Territory Government for residential development in a joint venture arrangement, and investment in new aeronautical infrastructure to meet the expected growth in demand over the next 20 years. This is forecast to grow from 630,000 passengers annually to approximately 940,000 by 2029, and aircraft movements from 23,700 to some 33,000. Terminal growth will be accommodated by expanding the existing terminal, with a focus on baggage reclaim and baggage make-up. No runway extension will be needed in the next 20 years, but additional aircraft parking areas have been planned in. Existing external and internal roads may need enhancing. Additional general aviation facilities will be developed and some 1,930 hectares of land are available for commercial use. It is anticipated that construction will commence within two to five years.

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Darwin International (DRW/YPDN)

Darwin International opened its third car park in July 2011, in the final phase of its AUD 4.5 million (USD 4.1 million) upgrade to parking and ground transport facilities. The new long term car park has space for 270 vehicles. This upgrade work is to cater for expected strong passenger growth and is in preparation for the AUD 42.5 million (USD 39 million) terminal expansion project which commenced at the end of May 2013. It will include new check-in, security, emigration, international departures lounge, immigration, and an international baggage hall, almost doubling the terminal area from 16,000 to 27,000m². Developed and constructed by national company Watpac, this project forms part of a wider AUD 60 million (USD 55 million) upgrade package and will be completed in mid-2014.

The terminal expansion forms part of the 2010 Master Plan, which will take the airport to 2030. It is based on projected passenger growth from the present 1.8 million to 4 million, and aircraft movements from 88,000 to some 130,000. International freight is projected to increase from around 300 to 1,400 tonnes. The terminal expansion is expected to cater for demand until 2015. Growth beyond will be accommodated by expanding the existing terminal within the Terminal and Facilities Zone. It is envisaged that there will initially be linear expansion. Key areas that will drive the future expansion of the overall footprint of the terminal will be baggage reclaim and baggage make-up. Taxiway system enhancements will also be required to support the increase in scheduled airline (regular public transport – RPT) services and general aviation traffic, and to support new apron areas. No runway extensions are needed by 2030. Some 80 hectares of land within the airport lease areas are available for commercial developments. There will also be improvements to approach roads and the internal road network to take account for increased traffic.

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