

Adelaide Airport Consultative Committee MINUTES



Date: 20 February 2015

Starting time: 9:00am

Location: AAL Management Centre, Coorong Room
1 James Schofield Drive, Adelaide Airport

1.0 WELCOME

The Chairman opened the meeting at 900 hrs and welcomed those present.

Present	Company
Russell Synnot – Chair	Synnot & Wilkinson
Brenton Cox	AAL
Ken May	AAL
Chris Griffiths	AAL
Stephanie Bolt	AAL
Brenton Burman	AECOM
Russell McArthur	DIRD
Margaret Smythe	DIRD
Erica Pasfield	DPTI
Brett Fundak	DPTI
Neil Murphy	SAFC
Sam Charlick	City of Holdfast Bay
Karin Brady	Cathay Pacific
Roz Meertens	Cathay Pacific
Robert Owen	Netley Residents Association
Barry Waye	Fairness Group
Lachlan Simonds	Infrastructure
Neil Hall	Airservices Australia
Chris Wallace	Airservices Australia
Barry Salter	Holdfast Bay Residents Alliance
Dominic Fitzsimons	Adelaide Shores
John Trainer	City of West Torrens
Terry Buss	City of West Torrens
MaryLou Bishop	Town of Walkerville

Apologies	Company
Mark Young	AAL
Vince Scanlon	AAL
Matt Williams MP	Member for Hindmarsh (Commonwealth)
Brenton Hollitt	Aussie Air
Greg Brennan	Virgin Australia
Andrew Solomon	Environmental Protection Agency
Leon Williams	West Beach Rd Residents Association
Kate Williams	Adelaide Shores
Ron Brent	ANO
Paul Caica	Member for Colton

2.0 MINUTES OF PREVIOUS MEETING – 21 November 2014

Moved Neil Murphy – and Seconded Stephanie Bolt -- that the notes of the 21 November 2014 meeting be adopted – Carried.

3.0 CORRESPONDENCE

3.1 Correspondence In:

Apologies

Reports

Letter regarding amendments to permitted night-time low-noise jet operations

Email received from City of Holdfast Bay regarding representative appointed

3.2 Correspondence Out:

Previous Minutes and Agenda

4.0 SUMMARY OF ACTION ITEMS

4.1 Airservices to report back on sustained helicopters hovering procedure.

Please refer item 8.2.

4.2 The Federal Department of Infrastructure and Regional Development will provide a list indicating which aircraft are used in the curfew.

Please refer item 8.1.

4.3 State Department of Planning, Transport and Infrastructure to provide an update on the status of the 'Torrens and Torrens' North-South Transport Corridor Upgrade.

Looking at best options and working with Federal Government, nothing further to report at this stage. Chair will invite Leigh Dalwood to attend and provide advice at the next meeting.

4.4 Airservices to produce a summary report on the first season of operations of the Cathay Pacific early morning flights.

Please refer item 8.2

4.5 Airservices to demonstrate the enhancements of Webtrack.

Please refer item 8.2

4.6 Leon Williams to report back concerning the West Beach Road development.

Leon Williams is an apology and will carry item over to the next meeting in May.

4.7 Outcome of discussions with SA Water regarding the tidy up of Beare Avenue.

Item still in discussion and will carry over to the next meeting.

4.8 Chair to distribute the latest version of summary of noise terminology paper to the committee.

Link provided to members via email.

5.0 AIRPORT UPDATE

5.1 Adelaide Airport Limited Report – Report was tabled with the following items noted: Very busy time of year for the Airport with the Tour Down Under, Cricket World Cup and Fringe Festival etc. T1 was opened over night for the first time to cater for Cricket fans. AAL had a number of staff participate in the opening night Fringe Parade.

5.2 Property and Development and Land Use Report – Report was tabled with the following items noted: The Adelaide Airport Master Plan has been completed and copies of the Final Master Plan are available from AAL and on the Airport website. The Airport Hotel Major Development Plan has been advertised and copies are available at AAL and on the Airport website.

5.3 Environment Report – tabled with no items required to be noted.

5.4 Planning Co-ordination Forum Report – Report was tabled with the following items noted: Orima Research is conducting a review of Airport Consultative Arrangements on behalf of the Commonwealth. Members will received an email from Orima asking to fill in a Survey, If members do not want their email shared please advise.

Daniel Clapp from DPTI (State Planning) advised the Planning Forum that the Minister for Planning has agreed to a staged approach to the implementation of the NASF package. The first stage is an update of the *Development Regulations* Schedule 8 referral requirements and an associated amendment to mapping in effected Development Plans. This would be undertaken through a section 29 *Development Act* minor mapping amendment.

This approach will reduce the requirement for referral of 'minor development' to the Commonwealth.

Subsequent components of the SA Government NASF package will include:

- New Guide – Planning around Airports
- Updates to the SA Planning Policy Library – 'Buildings Near Airfields' module
- Noise – changes to the National Construction Code as a technical requirement

A package of implications mechanisms for the NASAG guideline will be going to consultation shortly.

6.0 COMMUNITY AND AIRPORT AGENCY UPDATE REPORTS

6.1 Federal Department of Infrastructure and Regional Development – The report was tabled with emergency and search and rescue movements noted as constituting the majority of movements in the curfew.

6.2 State Department of Planning, Transport and Infrastructure Report – tabled with no items required to be noted.

6.3 Airservices Australia Report – Report was tabled with the following items noted:

The Quarter 4 2014 Adelaide Noise Information Report has now been published at <http://www.airservicesaustralia.com/publications/noise-reports/noise-reports/>

Both jet and propeller aircraft movements have not varied much from month to month over the last year, and remain in line with the three-year average. There are relatively few helicopter movements at Adelaide Airport, where they account for just over 1% of the total number of aircraft operations. During October to December of 2014, the number of operations during curfew hours at Adelaide Airport was marginally higher than the three-year average due to an increase in emergency aircraft movements.

Most noise complainants relating to Adelaide Airport operations were from suburbs directly under the arrival and departure flight path.

Helicopter operations from the new Adelaide hospital are not expected to commence until 2016 or 2017. Airservices will discuss the impact on operations at Adelaide Airport with the Hospital closer to the date of the start of operations.

Changes to Noise Abatement Procedures will be effective from 28 May 2015. The new procedures will change the maximum take of weight exemption to preferred runways for turbo prop aircraft to 32,000kg to allow greater use of RWY 12 for DH8 400 aircraft.

A Brooklyn Park resident was noted as concerned with ground noise from turbo prop aircraft near the terminal, the Chair and relevant Committee members had arranged to meet with the resident after this AACC meeting.

Cathay Pacific operations between 5am and 6am in the northern summer period were summarised. They involved an A330-300 series aircraft making 92 arrivals - 75 were onto the preferred Runway 05 and 17 onto Runway 23. One aircraft landed on Runway 23 due to a wet runway and the others did so due to downwind and poor weather. 12 Complainants contacted Airservices Australia in relation to the flights in this period.

6.4 Aircraft Noise Ombudsman Report – Nothing to report to committee.

6.5 City of West Torrens – tabled with no items required to be noted.

6.6 City of Holdfast Bay – no report submitted.

6.7 City of Adelaide – no report submitted (a representative attended the planning coordination forum).

6.8 Adelaide Shores Report – tabled with no items required to be noted.

7.0 NEW BUSINESS

An Adelaide Airport Technical Working Group has been formed with Airservices, Adelaide Airport and the Federal Department of Infrastructure and Regional Development. This Group was formed to look at technical issues and assist in reducing the impact of noise in the Community.

The future relocation of some Airservices' functions to Melbourne was noted as having received some media attention. It was noted by Airservices that the plans had involved significant amounts of consultation and the consideration of the needs of staff. It was critical that the changes would involve no risk to safety. All Ground Handling at Adelaide Airport will continue be monitored by the tower in Adelaide. The only change is that the airspace will be run from Melbourne which is a common arrangement for other airports. This will function through central computers and has various measures of communication including the use of satellite and fibre optic links and has the relevant backup measures in place.

Transport conditions and off-airport traffic concerns were raised with the increase of passenger and road transport movements as forecast in the 2014 Adelaide Airport Master. The City of West Torrens has sent a letter to the State Government suggesting Richmond Road as a further link to serve traffic to the airport. The City of West Torrens will provide DPTI with a copy of the letter and DPTI will investigate and report back at the next meeting.

8.0 FORMAL PRESENTATIONS

8.1 DIRD Presentation on the changes to permitted night-time low noise jet operations.

The presentation expanded on low noise jets operations during the curfew. The *Adelaide Airport Curfew Act 2000* permits small jets less than 34,000kgs to operate during the curfew at Adelaide Airport. When the curfew was introduced in Adelaide in 2000 a list of permitted models was included. This list has not been updated in 15 years since the curfew was introduced. The types of jets are specified in the *Adelaide Airport Curfew Regulations 2000*.

The Australian Government announced a review of the list of business jets at Adelaide and Sydney to introduce newer, quieter and more fuel efficient aircraft. The intention was to provide benefits to both industry in operating newer fleets and the community through a reduction in total noise. While the current Adelaide list has remained static since 2000, the equivalent list for Sydney was updated in 2005, resulting in different aircraft being permitted in Sydney but not Adelaide.

Industry has been moving towards newer aircraft with lower noise profiles, improved engine technology and more sophisticated flight management systems. Noise standards are set by the International Civil Aviation Organization in Montreal. The previous noise standard which was still in force for business jets in Adelaide up until December 2014 commenced on 31 December 1977 and was current until 31 December 2006.

The Department is working with Airservices Australia to enhanced Departure and Approach procedures during curfew. It was confirmed that this would require all take-offs and landings to be over the Gulf St Vincent, unless the approach is unavailable due to weather. Jet operators where possible will also look at use of continuous decent

approaches. A continuous descent approach reduces the noise footprint as aircraft are not varying their power settings coming into land. This assists in reducing the noise impact for aircraft landing during the curfew. With less traffic during the curfew a continuous descent approach is more feasible because the aircraft landing are not in the same pattern as other aircraft taking off or landing in most circumstances. A committee member questioned the change in approach procedure as residents that live on flat land aren't affected but if their houses are elevated such as in Medindie or North Adelaide the noise is increased. It was noted that topography could be taken into account when designing RNP descents and that most curfew operations were over the ocean.

The Department will also work with Airservices to continue to monitor the noise profile for each of the aircraft operating during the curfew. The Department will also compile movement data quarterly to ensure that the use during the curfew by business jets is managed and doesn't significantly increase. The Department will also consult with the Australian Business Aviation Association the peak body for business jets to try and understand what demand the new amendments might generate for business, but also to investigate how many operators may upgrade to newer aircraft which will reduce costs for industry but also reduce the total noise generated by small jets.

8.2 Webtrak Demonstration

Webtrak is a public tool which is available on the Airservices website for capital cities. WebTrak now also provides an overview of where aircraft typically fly, providing an understanding of operations and patterns over time. Webtrak is a great tool for people moving into new suburbs, new housing developments. Military and police operations are not captured by Webtrack. Webtrak allows you to review and breakdown:

- A specific address
- Date
- Time of day – week day or weekend
- Operator
- Altitude
- Aircraft type
- Airport
- See noise monitors on map
- View historical data (3 years of data) broken into months/ quarters/ years
- Tack the flight – where its heading
- Operations / arrival & departures / training
- 40 minute delay (in case of accidents etc)

Noise complaints can be made directly to ASA which captures all flight details straight from Webtrak. Further enhancements will include runway use and more detailed information on noise monitors. ASA are looking at marketing this research to Real Estate Agents.

A Webtrak handout will be provided to all members.

9.0 OTHER BUSINESS

10.0 SUMMARY OF ACTION ITEMS

- 10.1 State Department of Planning, Transport and Infrastructure to provide an update on the status of the 'Torrens and Torrens' North-South Transport corridor Upgrade. – Chair to invite Leigh Dalwood to attend the next meeting.**
- 10.2 Leon Williams to report back concerning the West Beach Road development.**
- 10.3 Outcome of discussions with SA Water regarding the tidy up of Beare Avenue.**
- 10.4 Chair to follow up with ASA on vibration movements/ noise monitors.**
- 10.5 Transport conditions and off-airport traffic concerns - (DPTI) to report back at the next meeting.**
- 10.6 Webtrak handout to be provided to all members.**

11.0 DATE OF NEXT MEETING

The date of the next formal meeting is scheduled for Friday 22 May 2015 at 9am in the Coorong Room Adelaide Airport Management Centre, 1 James Schofield Drive, Adelaide Airport SA 5950.

Meeting Closed at 10:45am

.....
Chairman / /