

Adelaide Airport Consultative Committee MINUTES



Date: 21 August 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 0900 hrs and welcomed those present.

Present	Company
Russell Synnot – Chair	Synnot & Wilkinson
Brenton Cox	AAL
Ken May	AAL
Chris Griffiths	AAL
Vince Scanlon	AAL
Stephanie Bolt	AAL
Brenton Burman	AECOM
Russell McArthur	DIRD
Margaret Smythe	DIRD
Erica Pasfield	DPTI
Brett Fundak	DPTI
John Trainer	City of West Torrens
Terry Buss	City of West Torrens
Garth Palmer	City of West Torrens
Robert Owen	Netley Residents Association
Barry Waye	Fairness Group
Marylou Bishop	Town of Walkerville
Daniel Forbes	Matt Williams Office
Sam Charlick	City of Holdfast Bay
Neil Murphy	SAFC
Yooree Lee	Tourism and Transport Forum (TTF)
Dominic Fitzsimons	Adelaide Shores
Ian McLeod	Airservices Australia
Chris Wallace	Airservices Australia

Apologies	Company
Mark Young	AAL
Andrew Geer	DPTI
Karin Brady	Cathay Pacific
Leon Williams	West Beach Rd Residents Association
Barry Salter	Holdfast Bay Residence Alliance representative
Dr Duncan McFetridge	Member for Morphett
Matt Williams MP	Member for Hindmarsh (Commonwealth)

2.0 MINUTES OF PREVIOUS MEETING – 22 May 2015

Moved Marylou Bishop – and Seconded Terry Buss -- that the notes of the 22 May 2015 meeting be adopted – Carried.

3.0 CORRESPONDENCE

3.1 Correspondence In:

Apologies
Reports
Memo from Matt Williams

3.2 Correspondence Out:

Previous Minutes and Agenda
Thank you emails to presenters from Chair

4.0 SUMMARY OF ACTION ITEMS

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

Please refer item 5.2 as this item is covered in the Property report.

4.2 Chair to follow up with ASA on vibration movements/ noise monitors

Please refer item 8.1.

5.0 AIRPORT UPDATE

5.1 Adelaide Airport Limited Report – Report was tabled with the following items noted:

- Adelaide Airport and Parafield Airport passed their 17th anniversary since privatisation on 28th May.
- The Airport won the 2015 Premier's award for community investment.
- Airline capacity and passenger traffic growth has slowed.
- Tiger announced it would commence international operations and would be swapping for Virgin's operations to Bali from March next year.

5.2 Property and Development and Land Use Report – Report was tabled with the following items noted: Approval of the Adelaide Airport Hotel MDP was given by the Federal Minister for Infrastructure on 4 June 2015 following a public consultation process. Public notification of the decision was made on 8 August, 2015 in the press and on the AAL Website. Copies of the final MDP are able to be downloaded from the Airport Web page or acquired from AAL for a 180 day period as required under the Airports Act.

Agreement in principle has been reached with the City of West Torrens staff to extend the boundaries of the Watson Ave / Beare Avenue Reserves to cater for the placement of existing shared use pathways and also the maintenance of a verge bordering the Brownhill Creek Drainage Easement adjoining the Beare Avenue Reserve, which has been of past community concern. Prospects also exist for the Watson Avenue Reserve

to be extended to the north, aligned with the boundary of the creek, with this subject to liaison with SA Water including the need for new compliant security fencing.

5.3 Environment Report – Report was tabled with the following items noted: Adelaide Airport was the first Airport in Australia to receive Level 3 Airport Carbon Accreditation in May. AAL is continuing to implement carbon reduction projects and expansion of T1 food waste composting program.

The Airport is about to turn over the first sod of soil for the SA Water treated storm water vegetation trial (grasses) which will hopefully help reduce wildlife attraction.

5.4 Planning Co-ordination Forum Report – Report was tabled with the following items noted: A potential development site immediately adjacent the end of the main runway of Adelaide Airport (39-41 Knight Street, West Richmond) had come to the attention of West Torrens Council, who referred the potential purchaser to Adelaide Airport Ltd for discussions in relation to the suitability (or otherwise) for future development of the site.

In summary, this is a 1,600 sq metres site within the Residential Zone (Low Density Policy Area 20) of the West Torrens Development Plan. Excluding consideration of airport issues (i.e. height limitations, noise considerations and future public safety zones), the site is theoretically capable of accommodating up to four dwellings.

Any development application for the site would be referred to the Commonwealth for consideration in relation to building height issues – with power of direction to the relevant planning authority.

The Planning Coordination Forum expressed its concern at the inappropriateness this area for intensification of residential development – and that the planning policies should be amended by the Minister for Planning to address this issue.

The Planning Coordination Forum resolved the following:

1. That the matter be raised at the Adelaide Airport Consultative Committee
2. That the Chair write to the Acting CEO of the Department of Planning, Transport & Infrastructure, advising of the concerns of the Planning Coordination Forum, and the need for a more strategic and coordinated response to addressing such issues

Andrew Greer from DPTI (Planning) was unable to attend the Planning Coordination Forum, but advised prior that the consultation with relevant councils and AAL had concluded in relation to addressing ‘minor development’ matters surrounding Adelaide Airport, and that amendments to airport building height mapping (triggering the referral requirement to the Commonwealth) and such Development Plans will be updated through an administrative amendment pursuant to section 29 of the *Development Act 1993*. Such changes will be finalised in the next few weeks.

At the last Planning Coordination Forum, significant discussion occurred in relation to the protection of aviation navigation systems and facilities, and that Adelaide Airport radar and visual surveillance from the control tower stretches out more than 15 km from Adelaide Airport.

Concern was raised that Air Services Australia would not be aware of such projects/proposed planning policy changes, and there is no referral requirement established under the South Australian planning system to adequately consider this issue.

The Planning Coordination Forum resolved the following:

1. That the Juergen Ruppert (DPTI) and Joe Doherty (Air Services Australia) be requested to provide a presentation to the next Planning Coordination Forum on this issue;
2. That the Chair write to the Minister for Planning, advising of the concerns of the Planning Coordination Forum, and the need for a more strategic and coordinated response to addressing this issue; and
3. That Air Services Australia be advised of the concerns of the Planning Coordination Forum.

6.0 COMMUNITY AND AIRPORT AGENCY UPDATE REPORTS

6.1 Federal Department of Infrastructure and Regional Development – The report was tabled and included the number of business jet movements which resulted in 11 movements during the curfew. 7 of the 11 movements were identified as medical emergency movements and the rest were various types of aircraft.

The aircraft operations during the Adelaide curfew were approximately 926 with the average number of movements for the previous quarters at 930.

There was one dispensation approved by the Department relating to a Virgin Australia flight from Melbourne to Adelaide which had an engineering fault and landed at 11:09pm in Adelaide in the April to June 2015 period. An Emirates flight on 23 July 2015 received a dispensation; an engineering fault was detected on the aircraft that took off at 11:25pm.

The Airport Curfew Dispensation has been moved (previously managed by the Office of Transport Security), as of 1 July 2015 this has been moved to DIRD's Aviation Division.

The paper proposing regulatory amendments relating to efficiencies for the Master Plan and Major Development Plan processes for Commonwealth-owned airports is still under consideration. ORIMA Research conducted a review of Airport Consultative arrangements on behalf of the Commonwealth and the results will be provided to the Committee once finalised.

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 1 2015 Adelaide Noise Information Report has now been published at <http://www.airservicesaustralia.com/publications/noise-reports/noise-reports/>

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

6.5 City of West Torrens – Report was tabled with the following items noted: The public consultation of the Brown Hill Keswick Creek has concluded, the Council received the report on the outcome of the consultation and during the September meeting cycle, all the Councils involved will determine the best solution.

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.

6.9 Town of Walkerville Report – A presentation was given to the Walkerville Council on 20 August and included members from the AACC committee. The presentation was very informative and had good questions and answers. Some follow up actions were noted for consideration by Airservices including an assessment of use of the Torrens as an approach path and reassessment of descent glide slopes for aircraft. Heathrow Airport is trialling a new approach with a steeper glide slope that may help reduce noise and the results from that trail could potentially be used in Adelaide.

7.0 NEW BUSINESS

A memo was read on behalf of Matt Williams MP to the Committee regarding Mr Williams' concerns on the proposed changes at the Adelaide Airservices terminal control unit as well as aircraft noise complaints from residents regarding the Emirates departure.

8.0 FORMAL PRESENTATIONS

8.1 Airservices to present on the WebTrak Noise Monitors and Data Capture

Both jet and propeller aircraft movements have not varied much from month to month over the last year, except for February, and remain in line with the three-year average. Movements for Quarter 2 of 2015 are 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 Q2 Runway 23 was most used for departures and arrivals. During May of Quarter 2 of 2015, the number of operations during curfew hours at Adelaide Airport was slightly lower than the three-year average. During April and June of Quarter 2 of 2015, the number of operations during curfew hours at Adelaide Airport were marginally higher than the three-year average.

The greatest number of curfew movements during this quarter involved approved aircraft (which include diversions from other airports due to poor weather). The second highest category was freighters which have low certified noise levels. International movements During Quarter 2 of 2015 were in line with the three-year average. There were very few occurrences of pre-curfew taxi over the last 12 months. The number of complaints has almost halved since Q1 – 100 down to 58 - more than likely a direct reflection of the movements for the quarter. Complaints about Adelaide Airport operations are usually from suburbs under approach paths overflown by arrivals to Runway 23 or departures from Runway 05.

Airservices noted that there were a number of ways to lodge a complaint or make an enquiry about aircraft noise or operations with Airservices Noise Complaints and Information Service (NCIS).

- directly via [WebTrak](http://www.airservicesaustralia.com/aircraftnoise/webtrak/) - www.airservicesaustralia.com/aircraftnoise/webtrak/
- using our [online form](http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/) – www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/
- by **calling** 1800 802 584 (freecall).
The hotline is staffed Monday to Friday, excluding public holidays, from 9 am-5 pm Sydney time.
- by **fax** (02) 9556 6641 or
- by **mail** –
Noise Complaints and Information Service
PO Box 211, Mascot NSW 1460

The complaints management system will be updated and the website will unfortunately be down for 2 weeks while this takes place. The system will continue to receive complaints but will be responded to when the system is back up.

A committee member asked a question about the information provided on page 17 of the report regarding noise monitors and why the monitor at Glenelg North didn't collect accurate data for 3 months and how that went unnoticed. ASA will provide further information at the next meeting.

Over the last 3 years short-term noise monitoring has been conducted at 8 major cities around Australia. To date the focus has been on the major airports but some training airports will now be monitored.

Data collected assists with the below:

- To determine the impact of position and height on aircraft noise;
- To determine the impact of atmospheric conditions on aircraft noise;
- To determine how aircraft are flown (climb, flap settings, speed, power etc) affects noise;
- To provide information to assist in land use planning decisions. Specifically to verify noise contours and to enable the industry to provide additional (to the contours) information;
- To verify predictions of noise impacts used in the assessment of changes to procedures and in implementing trials;
- To determine the contribution of aircraft noise in relation to other community noise sources;
- To demonstrate the nature of aircraft noise is different to other noise sources within the community;
- To support the implementation of new technologies (such as Smart Tracking) through accurate prediction of aircraft noise for "what ifs";
- To provide data to the government to assist in the implementation aircraft noise legislation (eg curfew legislation) and develop policy; and
- Provide noise information to assist the Noise Complaints Information Service in addressing aircraft noise complaints.

Un-attended monitoring started around the mid 1990's at Sydney, Melbourne and Brisbane airports. Criteria for monitoring locations are:

- Within direct line of site of aircraft
- Aircraft noise needs to be approx 10-15 dB above background noise
- Aircraft need to be overhead (higher than 30degrees)
- Secure
- Access to power
- Access to mobile network
- Minimised reflections
- There is a standard for permanent monitors ISO 20609

Aircraft noise is separated from community noise using a threshold to trigger when the noise is recorded. The metric often used to describe how loud an aircraft is, is the $L_{a_{max}}$. However, duration and energy metrics can also be used.

Adelaide Basin WebTrak has 5 Permanent EMUs with an additional 4 EMUS at Parafield July 2015 - Jan 2016. Enhancements have been made to WebTrak during 2014 and historical data is now available.

9.0 OTHER BUSINESS

Following a query made by the City of West Torrens, AAL agreed to reassess the location for Committee meetings in 2016 given the large number of people now attending.

10.0 SUMMARY OF ACTION ITEMS

10.1 ORIMA Research findings from DIRD – review of Airport Consultative Arrangements

10.2 ASA to report on issue with noise monitor at Glenelg North.

11.0 DATE OF NEXT MEETING

The date of the next formal meeting is scheduled for Friday 20 November 2015 at 9am in the Coorong Room Adelaide Airport Management Centre, 1 James Schofield Drive, Adelaide Airport SA 5950.

Meeting Closed at 10:20am

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Chairman / /