

Adelaide Airport Consultative Committee MINUTES



Date: 20 November 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 0904 hrs and welcomed those present. Barry Way formally resigned from the Committee as of Friday 20th August 2015. Barry was thanked in absentia for his participation and contribution to the Committee.

Present	Company
Russell Synnot – Chair	Synnot & Wilkinson
Mark Young	AAL
Brenton Cox	AAL
Ken May	AAL
Alicia Burgemeister	AAL
Vince Scanlon	AAL
Stephanie Bolt	AAL
Brenton Burman	AECOM
Josh Ireland	DIRD
Leonie Horrocks	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
Matt Williams MP	Member for Hindmarsh (Commonwealth)
Marylou Bishop	Town of Walkerville
Neil Murphy	SAFC
Dominic Fitzsimons	Adelaide Shores
Neil Hall	Airservices Australia
Roz Meertens	Cathay Pacific
Leon Williams	West Beach Rd Residents Association

Apologies	Company
Sam Charlick	City of Holdfast Bay
Andrew Geer	DPTI
Hon Dennis Hood	MLC
Chris Wallace	Airservices Australia
Margaret Smythe	DIRD
Dr Duncan McFetridge	Member for Morphett
Kate Williams	Adelaide Shores
Greg Brennan	Virgin Airlines
Steve Georgiou	Virgin Airlines

2.0 MINUTES OF PREVIOUS MEETING – 21 August 2015

The below amendment was made to the minutes before they were passed.

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 ~~trialing~~ trialling a new approach with a steeper glide slope that may help reduce noise and the results from that trial could potentially be used in Adelaide.

Moved Marylou Bishop – and Seconded Bob Owen -- that the notes of the 21 August 2015 meeting be adopted – Carried.

Robert Owen thanked the Committee Secretary for taking accurate minutes and distributing all the papers on time.

3.0 CORRESPONDENCE

3.1 Correspondence In:

Apologies
Reports
Resignation of member

3.2 Correspondence Out:

Previous Minutes and Agenda
Thank you emails to presenters from Chair
Invitation to Airservices Tower Personnel to attend the next Planning Coordination Forum.

4.0 SUMMARY OF ACTION ITEMS

4.1 ORIMA Research findings from DIRD

Please refer 6.1.

4.2 ASA to report on issue with noise monitor at Glenelg North

Please refer 6.3.

5.0 AIRPORT UPDATE

5.1 Adelaide Airport Limited Report – Report was tabled with the following items noted: Qatar Airways will commence A350 services flying in and out of Adelaide in May 2016. At the end of October, Adelaide Airport ran Safety Week at the airport - this has now become an national and international airport initiative.

The next meeting will be moved to Terminal 1 Conference room as the Committee is outgrowing the Coorong Room and Car Parking has been reported as being an issue at times. The Terminal Conference Room is larger and free parking will be available in the Terminal Car Park. Maps were provided to those present and would also be sent out with February papers.

Airservices and Adelaide Airport were complimented by the City of West Torrens for their efforts on Remembrance Day, managing to co-ordinate landings so they avoided the minute silence, AAL was also thanked for handing out poppies in the Terminal.

5.2 Property and Development and Land Use Report – tabled with no items required to be noted.

5.3 Environment Report – Report was tabled with the following items noted: Solgen has been contracted to install a 1.17MW solar PV system on the multi-level car park roof, with work to commence in December 2015. This will expand the total Airport solar capacity to 1.28MW. It will be the largest commercial installation in SA and the largest airport rooftop system in Australia. The company is from NSW but will be employing SA staff. The power from the system will be used on Airport.

A Committee member asked if any Federal Government funding or grants were provided for this project: it was noted as entirely funded by AAL.

5.4 Planning Co-ordination Forum Report – Report was tabled with the following items noted: Russell Synnot gave a presentation on Public Safety Zones at the forum.

The NASAG are currently considering options for the implementation of public safety zones at airports around Australia. Juergen Ruppert advised that NASAG had decided not to recommend one single model, but to encourage each regional jurisdiction to choose the most appropriate model for each airport.

Amendments to State planning regulations have resolved the situation where low lying developments in 'Area A' at Adelaide Airport (areas close to runways in terms of height) had been getting caught in the referral process. Structures such as swimming pools and pergolas below existing roof levels should no longer experience the levels of previous planning process delay.

A development application for a telecommunications tower which was referred to the Commonwealth pursuant to Schedule 8 of the *Development Regulations* as the proposed development exceeded the OLS. The Commonwealth directed the planning authority to impose the following conditions on any approval:

- *“Adelaide Airport or the structure’s owner is to monitor the ongoing availability of the obstacle lighting*
- *The proponent must provide AAL with the finished height of the tower in metres AHD from a certified surveyor upon completion”*

It was noted as unusual for AAL to be asked to monitor activity outside the airport area.

6.0 COMMUNITY AND AIRPORT AGENCY UPDATE REPORTS

6.1 Federal Department of Infrastructure and Regional Development – Report was tabled with the following items noted: The Department engaged ORIMA Research

to conduct an independent review. Overall, CACGs and PCFs meet the objectives of facilitating open discussion and supporting strategic dialogue between airports, communities and governments. The final report, which includes four recommendations, has been circulated to CACG Chairs and airport CEOs.

The Department is considering the report and its recommendations, and will take into account stakeholder feedback before providing a public response.

The Department will work with PCF Chairs and airports to encourage appropriate high - level executive involvement from State/Territory and Local Government agencies. The group continues to monitor and assist implementation of the National Airport Safeguarding Framework (NASF).

Key issues discussed at the recent NASAG meeting, held on 11 November 2015, include:

- airspace protection;
- new Guidelines relating to public safety zones and protection of communication, navigation & surveillance/air traffic management facilities; and
- land use planning issues around helicopter landing sites.

The next NASAG is scheduled for March 2016.

Australian Airports Association (AAA) has prepared an airport safeguarding guidance paper for its members (available on their website). AAA representative attended NASAG meeting on 11 November 2015 to discuss their paper & other relevant issues.

Revised Standard *AS2021 – 2015: Acoustics-Aircraft noise intrusion- Building siting & construction* was released on 23 March 2015. Standards Australia has released for public comment a draft information paper that provides guidance on describing aircraft noise to the public (closing date for comments 19 November 2015).

6.2 State Department of Planning, Transport and Infrastructure Report – Report was tabled with the following items noted: A Committee member enquired about the 30 year plan including the light rail which has been discussed/ proposed. It was asked if any further progress has commenced. In the plan the timeframe is 5-15 years. DPTI noted they would send Mr Matt Williams the timeframe, cost and any other background that can be released.

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

The Quarter 3 2015 Adelaide Noise Information Report has now been published at <http://www.airservicesaustralia.com/publications/noise-reports/noise-reports/>

Kylie Hobbday has resigned and another staff member will be elected to attend this Committee. Webtrak was temporarily shut down to update software which has now been completed and is operating as normal.

Movements for Quarter 3 of 2015 are in line with the three year average. During Quarter 3 of 2015, Runway 23 was most used for both departures and arrivals. This means that during these months, aircraft mostly departed over the water and arrived over the city and suburbs to the north of the city. This was due to the prevailing winds during those months being predominantly from the south-west.

During each of June, July and August 2015, the number of operations during curfew hours at Adelaide Airport were slightly lower than the three-year average. The greatest number of curfew movements during the last 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. During Quarter 3 of 2015 international movements remained consistent with Quarter 2 of 2015, which is in line with the three-year average. There were very few occurrences of pre-curfew taxi over the last 12 months.

Complainants about Adelaide Airport operations are usually from suburbs overflowed by arrivals to Runway 23 or departures from Runway 05. Complainants' issues included curfew operations including permitted or emergency operations and also helicopter operations from the airport.

Airservices low frequency noise monitors measure down to 16Hz. ASA noise monitors are configured to capture the frequency components and this data then has an A-weighting applied which attenuates the low frequency components. Once below 500Hz the noise drops off completely so we are no longer recording aircraft noise at those low frequencies. A-weighting complies with various environmental noise standards AS1055 and AS2021 Aircraft – discrete noise events. A noise monitor location is selected by commencing a 3-month short-term monitoring.

A Committee member mentioned that different frequencies have a different impact. The best way to capture would be to have filters on output of the receivers to measure the dBs. Unless you can filter down and look at the frequency of vibrations. ASA to follow up with an acoustic engineer.

In 2014 a Glenelg North noise monitor range set was set incorrectly and this issue became apparent with the quarterly report. A technician was sent and fixed the issue and the monitor is now reviewing data daily. This issue impacted the Q1 2014 noise levels and gave the impression of a lower noise reading (half normal amount).

It was noted that there are 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 Airservices' [online form](#) – 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

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: Brown Hill Keswick Creek Stormwater Management Plan (SMP) - All five (5) catchment Councils (Adelaide, Burnside, Mitcham, Unley and West Torrens) have now approved

Option D - Creek Capacity Upgrade, as the preferred solution for the Part B Works of the Stormwater Management Plan (SMP) for the Brown Hill Keswick Creek Catchment.

The Project will now incorporate the Part B Works solution into an overall Stormwater Management Plan for presentation to the Stormwater Management Authority for formal approval and gazettal. It is expected this work will be finalised by February 2016.

A Committee member mentioned he had spoken to an employee who did work in 2014 in the junction of the 2 creeks to help prevent flooding. He expressed concerns when they cleaned out the basin they were unable to clean out a section as the base is made of stone instead of concrete, which could potentially cause contamination, and the drain in Keswick Creek is very blocked. The area is under SA Water responsibility and AAL Property Manager will raise the issue with SA Water.

Bicycle Works - The Council is currently developing a design to install solar pedestrian lighting on the shared pathway (Anna Meares Bikeway) along Sir Donald Bradman Drive, adjacent Adelaide Airport.

The procurement period is underway for the project to upgrade the western shared pathway on the River Torrens Linear Park, under Henley Beach Rd, Fulham. This project also includes an upgrade to pedestrian lighting in the area. The project is expected to commence in early 2016.

Matt Williams thanked all the stakeholders involved for finding a sensible resolution for the previously untidy Beare Avenue grassed area.

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 – Report was tabled with the following items noted: Official opening of the Mega Adventure Park is set for 26 November 2015. Adelaide Shores has again hosted a number of major events with no significant concerns raised by residents. Last major event for the year will be the Pacific School Games from 21st to 29th November which will have 5000 children competing, which has made Adelaide very busy with the travelling competitors, parents and officials. Traffic management is in place for the games, and many are staying within walking distance or coming in by bus so traffic shouldn't be a problem.

Adelaide Shores won the Sustainability Award for the best sustainable Tourism in South Australia and can hopefully move onto the National Award. Adelaide Shores also won the Caravan Park Award.

6.9 Town of Walkerville Report – Heathrow Airport are trialling a different glide slope for arriving flights to help reduce noise on the ground. The outcome of the trial should be published by mid-2016.

Torrens Valley route was suggested for an alternative approach for Runway 23 and this has been put in the ASA system to review.

7.0 NEW BUSINESS

AAL Executive General Manager for Planning and Infrastructure gave a presentation on the Terminal Expansion Concept. The presentation gave an overview on the location of various airlines, moving international activity to start at gate 12 and will expand the LAGS. The expansion will be A380 capable, with access on 2 levels (both levels in the terminal line up with upper deck of A380).

The anticipated project timeframe will be subject to airline negotiations with a capital costing as it's a more complicated construction process as the building will be operating through the construction period.

As of May 2016, a Smart Gate outbound process will commence and expanded international departures area and a dedicated international lounge (all on level 2).

A Committee Member noted the appreciation he received from the Veterans Shed at Glenelg North, thanking AAL and the City of Holdfast Bay for their help and support for upgrading their power system.

8.0 FORMAL PRESENTATIONS

8.1 Airlines to present on the WebTrak Noise Monitors and Data Capture and vibration monitoring

Please refer 6.3.

9.0 OTHER BUSINESS

10.0 SUMMARY OF ACTION ITEMS

10.1 ASA to follow up with acoustic engineer regarding low frequency noise

10.2 Smart track update from ASA including Torrens Valley route

10.3 Update on the Heathrow Glide Path trial once published

10.4 DPTI to send Matt Williams information on the Light Rail Project

11.0 DATE OF NEXT MEETING

The date of the next formal meeting is scheduled for Friday 12 February 2016 at 9am in the Terminal 1 Conference Room, noting the change of venue.

Meeting Closed at 10:22am

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Chairman / /