

# Adelaide Airport Consultative Committee (AACC) MINUTES



**Date:** 17 February 2017

**Starting time:** 9:00am

**Location:** Royal Flying Doctor Service (RFDS), 1 Tower Road, Adelaide Airport SA 5950

## 1.0 WELCOME

The Chairman opened the meeting at 0910hrs and welcomed those present. Peter Docking, General Manager Aviation Regulation & Safety from RFDS welcomed the group to their facilities.

<b>Present</b>	<b>Company</b>
Russell Synnot – Chair	Synnot & Wilkinson
Brenton Cox	Adelaide Airport Limited (AAL)
Alicia Burgemeister	Adelaide Airport Limited (AAL)
Stephanie Bolt	Adelaide Airport Limited (AAL)
Ken May	Adelaide Airport Limited (AAL)
Jamie Sangster	Adelaide Airport Limited (AAL)
Brett Eaton	Adelaide Airport Limited (AAL)
Rob Kaftan	Adelaide Airport Limited (AAL)
Michael Yamas	Virgin Australia
Brenton Burman	AECOM
John Trainer	City of West Torrens
Terry Buss	City of West Torrens
Marylou Bishop	Town of Walkerville
Evan Knapp	South Australia Freight Council (SAFC)
Phil Baker	South Australia Freight Council (SAFC)
Paul Sleep	Airservices Australia (ASA)
Chris Wallace	Airservices Australia (ASA)
Neil Hall	Airservices Australia (ASA)
Robert Owen	Netley Residents Association
Adam Sutherland	Department of Infrastructure and Regional Development (DIRD)
Russell McArthur	Department of Infrastructure and Regional Development (DIRD)
Grace Daniel	Department of Infrastructure and Regional Development (DIRD)
Brett Fundak	Department of Planning, Transport and Infrastructure (DPTI)
Michela Schirrn	Office of Steve Georganas MP
Phillip Martin	Adelaide City Council
Dr Duncan McFetridge	Member for Morphett
Brenton Hollitt	Commercial Aviation Association

<b>Apologies</b>	<b>Company</b>
Mark Young	Adelaide Airport Limited (AAL)
Vince Scanlon	Adelaide Airport Limited (AAL)
Jenny Harris	Adelaide Airport Limited (AAL)
Patty Therrios	Adelaide Airport Limited (AAL)
Lindsay Jervis	West Beach Resident Alliance
Barry Salter	Holdfast Bay Resident Alliance
Steve Georganas	MP for Hindmarsh
Clare Mockler	City of Adelaide
Phil Lawes	Department of Planning, Transport and Infrastructure (DPTI)
Rian Hill	Department of Planning, Transport and Infrastructure (DPTI)

## **2.0 MINUTES OF PREVIOUS MEETING – 19 August 2016**

The below corrections were made to the minutes before they were approved.

**6.2 State Department of Planning, Transport and Infrastructure Report** – Report was tabled with the following items noted: A committee member noted that the North-South corridor is listed as a priority *not* a high priority by Infrastructure Australia. This is the lowest level of project and suggested that its national value should be rated higher.

### **6.3 Airservices Australia (ASA) Report –**

A Committee member asked if the (potentially offensive) wording had been changed on the website about submitting a complaint. ASA to take back to NCIS and report back at the next meeting. *ASA were unsure which wording was considered potentially offensive. The Committee member noted the wording was in the response letter not on the website. The Committee member will contact ASA with the exact wording.*

Proposed - Robert Owen and Seconded Marylou Bishop that the notes of the 19 August 2016 meeting (as amended) be adopted – Carried.

## **3.0 CORRESPONDENCE**

### **3.1 Correspondence In:**

- Apologies
- Reports
- Email – Departmental Review of Curfew Administration Arrangements in Australia
- Email from resident

### **3.2 Correspondence Out:**

- Previous Minutes
- Agenda
- Reports
- Letter to RFDS for the use of their facilities.

## **4.0 SUMMARY OF ACTION ITEMS**

### **4.1 Helipad – Update on EOI**

This matter was considered by the Adelaide Parklands Authority last night and a report in relation to 5 possible helipad locations was considered and a recommend from that authority was made to Adelaide City Council for a preferred location in the Riverbank Precint. This matter will now go to Council for consideration on 28 February 2017. Report to the next meeting of the AACC.

### **4.2 ASA website wording regarding complaint recording**

Please refer item 2.0. ASA to clarify outcome at the next meeting.

### **4.3 ASA new curfew fact sheets**

Please refer item 8.3.

### **4.4 Results of PFAS testing**

ASA have completed an extensive amount of soil and groundwater testing on airport and that was complimented by additional testing by Adelaide Airport which is in addition to testing which was reported at the meeting in August. The results are subject to a comprehensive assessment and a presentation will be provided to the Committee by ASA at an upcoming meeting.

#### **4.5 Update on roof testing outcome - AAL**

A resident wanted some advice on the testing of rain water. The Airport provided feedback including air quality results and recommended the resident take samples to a laboratory.

#### **4.6 Acronyms**

The Chair requested that at each meeting that various members of the Committee will assist with explaining commonly used acronyms. ASA explained a number of acronyms.

### **5.0 AIRPORT UPDATE**

**5.1 Adelaide Airport Limited Report** – Report was tabled with the following items noted: AAL's 8-millionth passenger passed through the terminal on New Year's Eve. There is a lot of activity and works occurring in the terminal precinct including early stages of terminal works which has seen the elevated road be dismantled. The Hotel development will slowly take shape throughout the year. The terminal celebrated Chinese New Year with various activities in the Terminal including dancing dragons. The introduction of flights by Fiji Airways was announced before Christmas and flights to Nadi will commence from 30 June 2017. Tiger Air have announced they have pulled out of all Australia to Bali flights effective immediately but Jetstar have increased their flights to this destination.

**5.2 Property and Development and Land Use Report** – The following item noted: The items currently are under construction include Medstar Aero Rescue Retrieval Base and the Pet Hotel.

**5.3 Environment Report** – The Report was taken as read.

**5.4 Planning Co-ordination Forum Report (PCF)** – Report was tabled with the following items noted: NASF Guideline B (Building Windshear & Turbulence) draft Guideline was released by DIRD for comment, with comments closing on 28 February 2017.

New Draft NASF Guideline H – Public Safety Zones – most members of NASAG, at their meeting of 16 November 2016 were unable to reach agreement on the approach to public safety zones.

New Draft NASF Guideline I – Helicopter Landing Sites – NSW Government is working to develop a draft guideline to address helicopter landing sites. To be presented to a future NASAG meeting.

It was noted that submissions for the Public Consultation Paper (Modernising Airspace Protection) close on 28 February 2017.

A special PCF meeting will be held on Wednesday 8 March to address and discuss the new Planning Code and the need to consider the protection of on-going airport operations.

## **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 NASG Group will meet on 14 March and will focus on Public Safety Zones and Helicopter Landing Sites.

The Department would appreciate any feedback on NASF Guideline B – Building Windshear & Turbulence and feedback closing on 28 February 2017.

A link to the current Rural and Regional Affairs and Transport Legislation Committee inquiry into the proposed amendments to the *Airports Act 1996*, will be provided to all members and submissions were noted as closing 6<sup>th</sup> March 2017.

The Department has been asked to prepare some legislation for the Government (submissions close 6 March 2017 and details have been sent to Committee members) as they have done some work to modernise the policies under the *Airports Act 1996*. These changes are:

- All but the 5 big Australian airports (Perth/ Sydney/ Brisbane/ Melbourne/Western Sydney (when it's open)) will stay with 5-yearly Master Plan cycles, all other airports the Department regulates will go to 8-yearly Master Plan cycle (including Adelaide and Parafield Airports). All Master Plans will be required to include a newly-endorsed ANEF (ASA endorses these on behalf of airports) to account for new aircraft. The Department is working with ASA around the matter of endorsement, at this stage it will still be the existing integrated noise model for developing the ANEF, if this modelling requirement changes, Airports will be notified. Any airport was noted as able to ask to bring forward a Master Plan if necessary.
- MDPs currently have a \$20 million threshold which may be increased to \$35 million (this amount could be indexed every 3 years). The Minister can specify what costs are included in the calculations of a MDP and what should or shouldn't be added.
- Introducing a mandated 15-business day response from the Ministerial decision process.
- Airports can apply to the Minister for more than one extension if MDP work isn't completed in 5 years.
- Airports can advise the Minister if they don't want to proceed with an approved MDP.

The quarterly aircraft movements in the curfew were noted slightly higher than in the previous quarter for Adelaide Airport. These movements were noted as relating to Virgin cargo operations and a high number of rescue operations noticed over the holiday period (which was consistent with prior years).

The dispensation report was forwarded to all Members. 10 Dispensations were received in the last quarter. A Committee Member thanked the Department for providing a very informative report.

The Departmental Review of Curfew Administration Arrangements in Australia was sent to all Members with no questions noted.

**6.2 State Department of Planning, Transport and Infrastructure Report –** The Report was taken as read.

**6.3 Airservices Australia (ASA) Report** – Report was tabled with the following items noted: Please refer item 8.1.

Airservices Aircraft Noise Information Reports for Adelaide are available here: <http://www.airservicesaustralia.com/publications/noise-reports/noise-reports/>.

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/](http://www.airservicesaustralia.com/aircraftnoise/webtrak/)
- using Airservices' [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/](http://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** – Ron Brent has retired from the Aircraft Noise Ombudsman office. Narelle Bell has replaced Ron. On Ron's departure, he advised the Chair for the excellent consultation and the way the AACC looks at aircraft noise issues.

**6.5 City of West Torrens (CWT)** – Report was tabled with the following items noted: The storms which occurred on 28 December 2016 affected a number of residents as there was a breach in the flood wall. A number of properties experienced over-floor flooding.

The Council are looking at the Manual Engineering site and still evaluating this site.

A Committee Member complimented the Council on naming Beare Avenue area as an interpretive reserve including signage as it recognises the early residents of Netley and since the changes the reserve is looking very nice.

**6.6 City of Holdfast Bay** – no report submitted.

**6.7 City of Adelaide** – Nothing further to report to Committee.

**6.8 Adelaide Shores Report** – no report submitted.

**6.9 Town of Walkerville Report** – no report submitted.

## **7.0 NEW BUSINESS**

The Department informed the Committee that Cathay Pacific had approached the relevant Department and asked for approval to operate in the Adelaide curfew shoulder period for a one-off flight on 15 May 2017. A number of issues will need to be resolved before approval could be given. The Department will keep the Committee up to date with any developments and will report back to the AACC at next meeting.

## **8.0 FORMAL PRESENTATIONS**

### **8.1 Airservices presentation on RNPs and current Review Process Airservices**

Please refer item 8.2.

### **8.2 ASA demonstration of new online report**

ASA provided the group with an informative presentation covering actions from the last meeting, Smart Tracking update, Walkerville RNP proposal investigation, online noise reporting, Emirates and Qatar departures, Qatar departure noise levels (WebTrak), Cathay arrivals and the Heathrow trial.

ASA have followed up an action from the last meeting about labelling information on WebTrak to make it clear if the movement is a medical emergency or police operation etc. ASA informed the Committee that most of the time the air traffic control tower isn't privy to that information. ASA are still working on what information they can provide.

An aircraft navigation modernisation fact sheet will be sent to all members after the meeting.

ASA showed the Committee a video that demonstrates the reduction in throttle use and engine noise using Smart Tracking approaches relative to the other approaches to Runway 05. The ground-based approach is noisier than a Smart Tracking (RNP) approach.

Airservices is currently updating the existing Smart Tracking technology to ICAO standards. There will be no change to flight paths in Adelaide as a result of this upgrade, scheduled for implementation on 25<sup>th</sup> May 2017. As with existing Smart Tracking, use of smart tracks may increase over time as more aircraft are capable and approved to fly these procedures. Because Air Traffic Control require aircraft on similar flight paths when busy, the increase in use of Smart Tracking is not expected to be noticeable. Approx. 5-10% of aircraft into Adelaide currently use Smart Track. Jetstar, Qantas and Air New Zealand are equipped with the technology.

A Committee member asked why some flights turn short arriving from Perth. ASA to follow up and report back to the AACC at the next meeting.

It was noted that the Middle Eastern aircraft are a lot louder than the Air New Zealand aircraft and a reason could be Air New Zealand use a smaller narrow body 320 aircraft.

ASA were approached by Walkerville Council in 2015 to consider utilising Smart Tracking to provide a noise improvement for their residents. ASA looked at all options to utilise green space and industrial/commercial areas to provide a noise improvement. Any flight path changes include environmental considerations and must consider all residents impacted and the proposals evaluated would have a significant noise impact on other residents. Other options were explored but none provided noise benefits for the community. ASA would like to present in some detail to Walkerville Council at an arranged time and answer questions as required.

In quarter 4, 24 complainants lodged complaints with ASA with the main issues around curfew and helicopter activity. Residents in Croydon, Flinders Park, Glenelg North, Rosewater and West Beach all involved 2 complainants. At Glenelg North the main issue was curfew movements. It was noted that 24 complainants is quite low and ASA will investigate that the data is correct.

In 2016, the total of individual complainants was 133 with the main issues relating to curfew movements and helicopter activities. The curfew issues were permitted movements under the Act. ASA have an Airport curfew fact sheet on their website. 30 complainants complained of helicopter activities in Adelaide in 2016. Emergency helicopters were the subject of 26 of 30 helicopter complainants. All helicopter movements from Adelaide Airport during the curfew (11pm – 6am) are emergency services.

The Emirates/Qatar Runway 05 Departures November 16 to January 17 data showed aircraft are adhering to the published route and ATC are doing some work to ensure this continues. Runway 05 is only used 20% of the year and some residents react to the infrequent use.

The results from the Heathrow Trial, which was conducted between 17 September 2015 – 16 March 2016 to increase the glide path gradient from 3 degrees to 3.2 degrees gave an average reduction in noise levels 0.5dB(A). 3dB(A) is the minimum reduction in noise considered discernible by the human ear. The conclusions from the report confirm that a 3.2° approach provided a noise benefit but that the magnitude of the benefit was unlikely to be perceptible on the ground. Heathrow declared that a successful trial would be one that enabled sufficient data gathering with no adverse impact on the daily operation. ASA noted that at this point it was unclear what Heathrow would be doing as a result of the study.

A Committee member asked about levels of low-frequency noise. ASA and the Committee member to discuss offline with ASA acoustic engineer.

### **8.3 Dispensation overview**

Please refer item 6.1.

### **8.4 Terminal Expansion update**

Airline discussions are continuing regarding the Terminal Expansion project at Adelaide Airport.

## **9.0 OTHER BUSINESS**

### **10.0 SUMMARY OF ACTION ITEMS**

#### **10.1 Helipad – Update on EOI**

#### **10.2 ASA to investigate flights from Perth turning short for landing**

#### **10.3 DIRD report on one-off Cathay Operation**

#### **10.4 Clarification of ASA wording in Noise Complaint letter**

#### **10.5 Acronyms**

**11.0 DATE OF NEXT MEETING**

The date of the next formal meeting is scheduled for Friday 19 May 2017 at 9am location Royal Flying Doctor Service Central Operations, Frank England Room, 1 Tower Road, Adelaide Airport SA 5950.

**Meeting Closed at 10:55am**

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Chairman / /