

Adelaide Airport Consultative Committee (AACC) MINUTES



Date: 19 May 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 0903hrs and welcomed those present.

Present	Company
Russell Synnot – Chair	Synnot & Wilkinson
Brenton Cox	Adelaide Airport Limited (AAL)
Alicia Burgemeister	Adelaide Airport Limited (AAL)
Stephanie Bolt	Adelaide Airport Limited (AAL)
Vince Scanlon	Adelaide Airport Limited (AAL)
Jamie Sangster	Adelaide Airport Limited (AAL)
Patty Therrios	Adelaide Airport Limited (AAL)
Rob Kaftan	Adelaide Airport Limited (AAL)
Trian Gonis	Hindmarsh Electorate
John Trainer	City of West Torrens
Angelo Catinari	City of West Torrens
Rachel Sanderson	State Parliament
Marylou Bishop	Town of Walkerville
Evan Knapp	South Australia Freight Council (SAFC)
Clive Jenkins	Environment Protection Authority (EPA)
Andrew Collins	Airservices Australia (ASA)
Chris Wallace	Airservices Australia (ASA)
Neil Hall	Airservices Australia (ASA)
Behzad Emami	Airservices Australia (ASA)
Robert Owen	Netley Residents Association
Adam Sutherland	Department of Infrastructure and Regional Development (DIRD)
Brett Fundak	Department of Planning, Transport and Infrastructure (DPTI)
Rian Hill	Department of Planning, Transport and Infrastructure (DPTI)
Barry Salter	Holdfast Bay Resident Alliance
Clare Mockler	City of Adelaide

Apologies	Company
Mark Young	Adelaide Airport Limited (AAL)
Jenny Harris	Adelaide Airport Limited (AAL)
Russell McArthur	Department of Infrastructure and Regional Development (DIRD)
Lindsay Jervis	West Beach Resident Alliance
Phillip Martin	Adelaide City Council
Steve Georganas	MP for Hindmarsh
Dr Duncan McFetridge	Member for Morphett
Brenton Burman	AECOM
Paul Sleep	Airservices
Terry Buss	City of West Torrens

2.0 MINUTES OF PREVIOUS MEETING – 17 February 2017

Proposed – Evan Knapp and Seconded Alicia Burgemeister that the notes of the 17 February 2017 meeting be adopted – Carried.

3.0 CORRESPONDENCE

3.1 Correspondence In:

- Apologies
- Reports

3.2 Correspondence Out:

- Previous Minutes
- Agenda
- Reports
- AACC Draft Terms of Reference

4.0 SUMMARY OF ACTION ITEMS

4.1 Helipad – Update on EOI

The City of Adelaide considered this proposal in confidence due to its commercial nature. Once confidentiality has been lifted more details can be provided.

4.2 ASA to investigate flights from Perth turning short for landing

ASA have investigated 2 Emirates flights and will provided an update in item 6.3.

4.3 DIRD report on one-off Cathay Operation

Cathay initially applied for an additional curfew operation but this was retracted as another timing slot was available to take passengers to the Port Power and Gold Coast Suns AFL match in China and a curfew slot was not required.

4.4 Clarification of ASA wording in Noise Complaint letter

The City of Walkerville has been communicating with Steven Fitzgerald – Neil Hall from Airservices to follow up.

4.5 Acronyms

This item was addressed later in the meeting.

5.0 AIRPORT UPDATE

5.1 Adelaide Airport Limited Report – Report was tabled with the following items noted: The Adelaide Airport quarter magazine 'Plane Talk' was provided to all members at the meeting. China Southern are increasing their capacity next month and Qatar are going to daily flights later this year. Air New Zealand will introduce their brand new aircraft the 'Dreamliner' to their Auckland to Adelaide route from October 2017 which will have freight capacity for the first time and business class options. Cathay Pacific have confirmed they will keep their 5 flights a week for the rest of the year.

5.2 Property and Development and Land Use Report – The Report was taken as read.

5.3 Environment Report – Report was tabled with the following items: A Committee member asked the Airport Sustainability Manager if Adelaide Airport is still combining with Adelaide Uni to start looking at air quality. The Airport was noted as currently finalising some air monitoring results on airport and once this has been completed the next stage of the project will incorporate Adelaide Uni.

5.4 Planning Co-ordination Forum Report (PCF) – The Report was taken as read.

5.5 Adelaide Airport Technical Working Group (AATWG) – The Chair informed the Committee that the AATWG will be a new standing item on the agenda. ASA gave a verbal update on the meeting (held the day previous to the AACC) which included a number of positive improvements that ASA have made and looked over the achievements which have been made over the last quarter. This included significant work done to ensure consistent adherence to flight paths.

Whilst the Smart Tracking arrivals to Runway 05 will be retained on existing flight paths, the Smart Tracking arrivals to runway 23 will be removed from 25th May 2017. These flight paths currently receive very little use due to the difficulty for ATC to separate aircraft to the runway on different flight paths. This change should help reduce noise complaints.

It was noted if any Committee members had any technical questions to refer to the AATWG and they will be reported back at the following meeting.

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 last NASG meeting was held on 14 March 2017 and looked at a range of items including wind shear, public safety zones and helicopter landing sites. The next meeting is 2 August 2017 and will progress the Guidelines by end of year.

The Airports Act amendments have been pushed back until March 2018.

A Committee member asked why a dispensation of a Jetstar flight was rejected when another aircraft around the same time was approved. It was noted that the other aircraft was an international flight which had to switch aircraft and made a quick turnaround. The aircraft also had 200 passengers on board and the majority had connecting flights and were not able to be moved onto any other flights.

A Committee member noted that the report provided to the Committee on dispensations was excellent and helps understand the decision-making process and shows reasons and details.

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: ASA presented to the Walkerville Council on the results of the Smart Tracking

investigations. Unfortunately, no flight paths can be adjusted because it would mean any changes would overfly new populations who had previously not been subject to noise.

ASA investigated two complaints about an Emirates B777 departure appearing to turn early. This was investigated by Air traffic control who will continue to look at the speed requirements for international departures to ensure they remain on the published flight paths. This flight path will be removed as part of the Smart Tracking update on 25 May 2017.

Airservices is currently updating the existing Smart Tracking technology to International Civil Aviation Organisation standards. There will be no new flight paths in Adelaide as a result of this upgrade which is going ahead on 25 May 2017.

As the Royal Adelaide Hospital has moved location, ASA are looking at different helicopter routes and investigating the best noise outcome with possible changes to occur in September.

There were 31 complainants for quarter 1 which is an increase from 24 in the previous quarter. Runway 23 is the predominant runway used during summer months, which is reflected in 53% of total complainants. There were 17 complainants concerned about the location of flight paths, low altitudes and increased frequency. Five complainants raised helicopter issues which were all related to emergency services. Four complainants were concerned about Navy aircraft operating over Noarlunga Jetty and Bice Oval on 24th January 2017. This aircraft was calibrating on-board equipment using these landmarks.

Airservices Aircraft Noise Information Reports for Adelaide are available here: <http://aircraftnoiseinfo.bksv.com/adelaide/home/>. Adelaide online noise report will be updated within 8 weeks of every quarter and prior to AACC meetings.

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 (CWT) – Report was tabled with the following items noted: The Council is frustrated with the release of the 2017/2018 Draft Budget regarding the State Government rate increases. The Walkerville Council was also shocked with the draft budget and thanked City of West Torrens for highlighting in the report.

A Committee member asked how the State Government charges are calculated going forward. The building planning fees go off the last quarter and the number is consistent with around 10% give or take.

The Council has developed 'West Maps' for the public. The maps allow you to see aerial photography changes from 1948 to 2016. The map can be found here: <https://maps.wtcc.sa.gov.au/mapviewer/>.

The Council supports the expansion of the tram network to Adelaide Airport but has some reservations about using Henley Beach Road and could potentially prefer Richmond Road. A Committee member noted they were keen for the West-link tram to go down Henley Beach road and keep Richmond Road free for commuters and freight vehicles.

6.6 City of Holdfast Bay – no report submitted.

6.7 City of Adelaide – The Council appointed Councillor Martin as Council Member representative, Councillor Malani as proxy representative and Clare Mockler, Director Community, as Council's staff representative.

6.8 Adelaide Shores Report – no report submitted.

6.9 Town of Walkerville Report – The following was noted: Walkerville Council representatives noted a huge concern after the ASA presentation on flight tracking. The Walkerville Council noted the below 6 questions for ASA:

1. No guidelines exist on how much is too much for the use of an airport/ runway. What is acceptable? Flights could be every 3 minutes.
2. How about giving compensation for areas living under flight paths.
3. For cities in Australia where planes fly over suburbs. What about terrorism?
4. Land to plane separation – overseas flights come in so low and loud especially Qatar. ASA noted that larger international aircraft appear closer but will look into the Qatar flights which the councillor raised as a particular concern.
5. With new guideline systems, planes should be made to land over the sea and take off over the city. ASA noted that there are noise trade-offs in this - departing aircraft are louder but quicker where arriving aircraft and quieter but longer. It was also noted that a change like this would create safety risks and the airport wouldn't be sustainable as the Airport has very strict runway safety constraints. ASA can look at another preferred runway but it's very rare that there's flexibility in Adelaide as the weather and safety conditions dominate.
6. How can this Committee be opened up to hear more voices from residents.

The councillor also raised disappointment that the recent ASA briefing for Walkerville Council was not opened up to the public. It was noted that representatives of resident groups were very welcome. The meeting was not opened up in a Town Hall public style to ensure balance of representation, avoid public grandstanding and facilitate open discussion.

7.0 NEW BUSINESS

7.1 Terms of Reference AACC

In September 2016, the Department suggested to all CACGs to revise their Terms of Reference and create kits and inductions packs for new members. The Draft Terms of

Reference provided to members with the papers are based on the old Terms of Reference. The Chair asked all members to submit any suggested changes in the next couple of weeks. Once changes have been reviewed the Terms of Reference will be finalised at the next meeting.

8.0 FORMAL PRESENTATIONS

8.1 Airservices presentation on RNPs and current Review Process Airservices

Please refer item 6.3.

8.2 Update on PFAS testing - Airservices

A presentation was provided to the Committee about PFAS. There are a number of challenges associated with PFAS including:

- Ubiquity of PFAS;
- Currently no specific regulatory standard;
- Lack of national consistency;
- Industry capacity constraints; and
- No 'off-the-shelf' products for treatment/remediation.

Enhealth, the Federal Health Department,

- Provides a tolerable daily intake (TDI), used in assessments on a case by case basis;
- Produced a drinking water guideline below which no impact should be observed – but is a chronic exposure scenario, and not strictly relevant to acute cases, where the TDI would be used instead; and
- The TDI and drinking water guideline revised by Food Standards Australia and New Zealand in April 2017.

Airservices has completed a series of investigations relating to PFAS. Airservices (via GHD) undertook a preliminary assessment of the fire training ground:

- Confirmed localised presence of PFAS residues within soil and groundwater at the fire training ground at Adelaide Airport;
- Some results exceeded screening levels;
- Result likely due to the historic use of firefighting foam containing PFAS; and
- At that time, Airservices informed regulators, including the Commonwealth Department of Infrastructure and Regional Development and the South Australian Environment Protection Authority of the presence of PFAS at the fire training ground.

Airservices and AAL both undertook further investigations, the outcomes of these investigations suggest:

- there is limited migration from the principal PFAS contamination source sites (fire station and two firefighting training grounds)
- further investigation is required to close off on any uncertainties around potential risks.

In the future:

- Proactive relationship between Airservices, airports and regulators to:
 - understand the PFAS issue;
 - work towards practicable, consistent, viable management solutions based on known risk;

- Stakeholder engagement including attendance/ presentations on experiences in dealing with PFAS; and
- Complex issues due to multiple sources of PFAS, variety of environmental receivers and disposal (landfills, wastewater treatment plants, etc)

A Committee member mentioned they had noticed a different plume of smoke which was slow in disappearing over the airport when training activities were conducted. It was noted that different chemicals could be used to extinguish the fire and it depends on the chemical used to start the fire. AAL and DIRD have a dark smoke agreement policy in place.

8.3 TEN MDP update

This item will be carried over until the next meeting.

9.0 OTHER BUSINESS

A Committee member congratulated Brenton Cox's interview on the Vickers Vimy.

10.0 SUMMARY OF ACTION ITEMS

10.1 Helipad – Update on EOI

10.2 Acronyms

10.3 Clarification of ASA wording in Noise Complaint letter

10.4 Finalisation of Terms of Reference

10.5 TEN MDP Update

11.0 DATE OF NEXT MEETING

The date of the next formal meeting is scheduled for Friday 18 August 2017 at 9am location Royal Flying Doctor Service Central Operations, Frank England Room, 1 Tower Road, Adelaide Airport SA 5950.

Meeting Closed at 10:31am

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Chairman / /