

# Adelaide Airport Consultative Committee (AACC) MINUTES



**Date:** 17 November 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 0900hrs and welcomed those present.

<b>Present</b>	<b>Company</b>
Russell Synnot – Chair	Synnot & Wilkinson
Brenton Cox	Adelaide Airport Limited (AAL)
Alicia Bickmore	Adelaide Airport Limited (AAL)
Stephanie Bolt	Adelaide Airport Limited (AAL)
Vince Scanlon	Adelaide Airport Limited (AAL)
Jamie Sangster	Adelaide Airport Limited (AAL)
Trian Gonis	Hindmarsh Electorate
John Trainer	City of West Torrens
Terry Buss	City of West Torrens
Evan Knapp	South Australia Freight Council (SAFC)
Bruce Dowdall	Airservices Australia (ASA)
Gerard Mears	Airservices Australia (ASA)
Robert Owen	Netley Residents Association
Juergen Ruppert	Department of Planning, Transport and Infrastructure (DPTI)
Russell McArthur	Department of Infrastructure and Regional Development (DIRD)
Brett Williams	Department of Planning, Transport and Infrastructure (DPTI)
Brenton Burman	AECOM
Barry Salter	Holdfast Bay Resident Alliance
Marylou Bishop	Town of Walkerville
Tim Abberton	Aircraft Noise Ombudsman (ANO)
Phillip Martin	Adelaide City Council
Clare Mockler	City of Adelaide

<b>Apologies</b>	<b>Company</b>
Mark Young	Adelaide Airport Limited (AAL)
Patty Therrios	Adelaide Airport Limited (AAL)
Adam Sutherland	Department of Infrastructure and Regional Development (DIRD)
Lindsay Jervis	West Beach Resident Alliance
Steve Georganas	MP for Hindmarsh
Dr Duncan McFetridge	Member for Morphett
Peter Dolan	EPA
Chris Wallace	Airservices Australia (ASA)

## 2.0 MINUTES OF PREVIOUS MEETING – 18 August 2017

Proposed – Evan Knapp and Seconded Gerard Mears that the notes of the 18 August 2017 meeting be adopted – Carried.

### **3.0 CORRESPONDENCE**

#### **3.1 Correspondence In:**

- Apologies
- Reports
- Email from Henley Beach resident regarding helicopter noise

#### **3.2 Correspondence Out:**

- Previous Minutes, Agenda and Reports

### **4.0 SUMMARY OF ACTION ITEMS**

#### **4.1 Helipad – Update on Expression of Interest**

This process was due to go before Council 3 weeks ago but there were issues with the public consultation phase resulting in consultation being temporarily suspended until Council has resolved the problems. Expressions of Interest have been received but the Council can not advise until all issues have been settled.

#### **4.2 Clarification of Airservices Australia wording in Noise Complaint letter**

Noise Complaints and Information Service (NCIS) responded to the resident on 18 January 2017. Airservices Australia (ASA) have reviewed the response provided to the resident and could not identify any issues but ASA apologised for causing offence and will seek clarification from the resident and extend ASA's apologies.

#### **4.3 ASA response to monitoring low-frequency noise**

Airservices has a Noise Flight Path Monitoring System (NFPMS) at major airports to monitor noise levels/impacts. ASA is aligned to the following international standards - AS2021, ICAO Annex 16 Vol 1 and ISO 20906. These standards involve noise measurements using an A-weighting. A-weighting covers sound within the range of 20Hz to 20kHz with a bias in the 1000-2000Hz region.

Within the literature on community impacts globally, those defined impacts correlate most closely to A-weight noise measurements. Low-frequency sound, often referred to as infrasound, refers to sound below 20Hz and is outside the normal environmental noise range (A-weighting). As a result, all of Airservices monitors are configured for A-weighted noise measurements and not for low-frequency noise. The Aircraft Noise Ombudsman (ANO) noted some Committee Member dissatisfaction with the standard and lack of infrasound monitoring and will take this as an action item and will investigate.

### **5.0 AIRPORT UPDATE**

**5.1 Adelaide Airport Limited (AAL) Report** – Report was tabled with the following items noted: The Australian Airports Association (AAA) Conference is being held in Adelaide this week which brings in approximately 600 aviation delegates to Adelaide. The Aviation section of The Australian newspaper contained a number of airport focused articles to correspond with the AAA Conference, copies of which were provided at the committee meeting.

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

**5.3 Environment Report** – The Report was taken as read and the following items noted: A Committee Member asked about the air quality monitoring planned with the University of Adelaide. It was noted that a contract with the University of Adelaide had been entered into. The next phase will start with a detailed desktop exercise and stakeholder consultation that will include interested councils and committee representatives.

The monitoring of PFAS is ongoing, with groundwater wells across the airfield being monitored. The monitoring to date shows a westerly migration of PFAS from the Airport at concentrations below drinking water standards in the upper aquifer, which is brackish and records indicate isn't used for drinking. Nonetheless, routine monitoring will continue to occur into the foreseeable future.

A Committee Member asked for the definition of 'bird mass harassed' which was referenced in the report to be explained. Mass harassment refers to various methods of moving or deterring flocks of birds (masses of birds) from the airfield, such as the use of vehicle horns, lights, megaphones, stock whips, specialist lasers and pyrotechnics.

**5.4 Planning Co-ordination Forum Report (PCF)** – Report was tabled with the following items noted: The South Australian Government is going through a Planning Reform process and changing the State Planning system.

Adam Sutherland provided an update at the meeting on the National Airports Safeguarding Advisory Group (NASAG) guidelines. The Public Safety Zone guideline update has been on the NASAG agenda for the last few years but the accident at Essendon Airport highlighted the issue. Attached to the minutes are:

- Background on update to Guideline B on Windshear;
- Updated Windshear Guideline B;
- Guideline B Attachment; and
- Draft Guideline on Helicopter Landing Sites.

**5.5 Adelaide Airport Technical Working Group (AATWG)** – This meeting has been moved to 29 November 2017.

## **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 is currently reviewing a number of instruments under the *Airports Act 1996*. These Regulations have a 10-year 'sunset clause' – and must be reviewed by April 2018. Targeted consultation for the Aircraft Noise Regulations was conducted from September to October which included all Australian Domestic Airlines, the International Airlines and a number of Regional Airlines which run international routes. This is to introduce the new ICAO Standard Chapter 14. This will apply to all new jet aircraft coming into service from 2018.

In July, 11 freight aircraft landed during the curfew period, there were 21 landings during the curfew period in August and 26 landings during the curfew period in September. The increase corresponds with the changing weather patterns over the winter period.

A Qatar Airways flight in July was granted a dispensation under exceptional circumstances due to a mechanical malfunction which required engineering clearance from Airbus in France. The aircraft departed after the time permitted. The Department followed up this breach and will be providing Qatar Airways staff with training on 17 November 2017 in Adelaide and Sydney-based staff on a date to be confirmed. It was noted that it is not uncommon that an overseas provider makes the decision to clear the aircraft. This has been occurring since the commencement of Airbus.

Fiji Airways was granted a dispensation in August after identifying an engineering defect and switched aircraft before departing.

A Committee Member queried why an Emirates aircraft travelling to Brisbane was diverted to Adelaide. It was noted that there was fog in Brisbane and as this aircraft was flying over South Australia it was diverted.

The Adelaide Airport Curfew Dispensation Guidelines for amending the guidelines at Adelaide to include 3 primary criteria were out for consultation. The Department had provided a separate briefing to the City of Adelaide. The Minister endorsed the revised Guidelines on 24 October. The revised guidelines will take effect from 30 November 2017. The new dispensation guidelines are available here -

<http://cbr1cms2:200/aviation/environmental/curfews/AdelaideAirport/DispensationGuidelines.aspx>

The Department has created an Adelaide Airport Curfew Fact Sheet which includes information such as the purpose of the curfew, legislation in place, which aircraft can operate etc. This Fact Sheet was provided at the meeting with comments invited by the Department.

**6.2 State Department of Planning, Transport and Infrastructure Report** – The Report was tabled and the following was noted: A media release about new infrastructure priority initiatives for South Australia's future was discussed which included improved access to Adelaide Airport.

A Committee Member noted that the report mentioned that an application for a project of \$475 million was submitted by DPTI to Infrastructure Australia but no details were made available. No information is currently publicly available but DTPI will provide an update at the February meeting.

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

ASA responded to questions which were asked by a Committee Member at an earlier meeting.

Q. 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.

A. Noise Abatement Procedures state that between the hours of 0600 and 2300 the preferred runways are RWY 23 where the wind allows and then RWY 05 as the second option. That may explain why you see a change at 0600 with aircraft landing onto RWY 23. These procedures also allow over the water operations (landing RWY 05 and departing RWY 23) during those hours but Air Traffic Control (ATC) cannot point aircraft at one another and must have the flow of traffic i.e. arrivals and departures all going in one direction when there are multiple aircraft to process.

Airport Master Plans ensure that public information is available about expected flight path use into the future and must undertake public consultation and an approval process. If airlines decide to operate more aircraft on existing flight paths, there is no existing legislation that prevents that from occurring. If ASA makes a change that affects the position or use of flight paths ASA are

required to assess the environmental impacts and engage with the community under our legislative obligations.

Q. How about giving compensation for suburbs living under flight paths?

A. Neither ASA nor the Airport has the jurisdiction to make these social and economic judgements. The Department may be able to provide answers to any specific proposals.

Q. For cities in Australia where planes fly over suburbs. What about terrorism?

A. A number of factual inaccuracies were noted in the question. ASA, the airlines and the airport have procedures in place to quickly identify security issues and alert the appropriate authorities.

Q. What percent of the time are winds inappropriate? This is the AACC and how can we open up this Committee to hear more voices from residents. With new guideline systems, planes should be made to land over the sea and take off over the city.

A. 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. Preferred runways are able to be nominated by ATC on this Committee with up to 5kts of tail wind providing the runway is not wet. Suggest any concerns about representation are raised with the AACC chair.

Q. Land to plane separation – overseas flights come in so low and loud.

A. The home computer may not show accurate altitudes and ASA data on Webtrak also is not perfectly accurate. Once on the centreline of the runway aircraft are required to be on a 3-degree glide path to ensure a stable approach and landing. This means they will be at fairly consistent altitudes at distances along the path to the runway.

Airservices Aircraft Noise Information Reports for Adelaide are available here: <http://aircraftnoiseinfo.bksv.com/adelaide/home/>. The Adelaide online noise report will be updated within 8 weeks of the end 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/](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** – Narelle Bell was appointed Australia's ANO. Narelle has a strong focus on consultation. A report regarding consultation recommendations will be provided at the end of the year or early next year highlighting changes recently made in Hobart.

The ANO was noted as available to meet after the meeting if anyone has any questions or concerns.

**6.5 City of West Torrens (CWT)** – The Report was taken as read and with the following items noted: The Manuele Engineering premises had been purchased by the CWT and will be used as the CWT's new Public Works and Services Depot and while some staff from the Council's Property Team have already relocated to the site, a full transition of staff will not be complete until the first quarter of 2018.

A slight correction to the report regarding the Brown Hill Keswick Creek Stormwater Project - Regional Subsidiary. This item will be referred to the Council meeting next Tuesday to clarify issues before being approved.

The Council shared their appreciation of Adelaide Airport, aviation authorities and airlines for holding off aircraft at approx. 10:57-11:03am on Remembrance Day for the 1-minute silence. It was noted that it was a collaborative effort lead by ASA.

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

**6.7 City of Adelaide** – The report was tabled and taken as read with the following noted: The Council met on 22 August and discussed the amendments to the Guidelines for Dispensations for Aircraft to Operate at Adelaide Airport during Curfew Hours.

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

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

## **7.0 NEW BUSINESS**

A Committee Member noted there was insufficient seating for disabled persons in the baggage arrival hall. AAL will investigate and report at the next meeting.

## **8.0 FORMAL PRESENTATIONS**

### **8.1 Terminal Expansion (TEEx) MDP update**

An update was provided at the meeting about the TEEx project which is a smaller scale project of the original Terminal Expansion North project which was discussed at previous meetings. The TEEx project will cover off the airport's immediate needs which includes improving the international arrivals and departure services within the terminal and will fix a number of customer-service related issues. This project is likely to commence in mid-2018 and take approximately 1.5-2 years to build. This project is likely to cost below \$120-\$150 million. A copy of the slides is attached.

## **9.0 OTHER BUSINESS**

The Chair wished everyone a Merry Christmas.

**10.0 SUMMARY OF ACTION ITEMS**

- 10.1 Helipad – Update on Expression of Interest**
- 10.2 DPTI – update on Infrastructure Australia project application**
- 10.3 ASA – Airport Runway capacity**
- 10.4 ANO – response to monitoring low-frequency noise**
- 10.5 ANO – Consultation recommendation report**
- 10.6 AAL – seating for disabled persons in terminal arrival hall**

**11.0 DATE OF NEXT MEETING**

The date of the next formal meeting is scheduled for Friday 9 February 2018 at 9am - location Royal Flying Doctor Service Central Operations, Frank England Room, 1 Tower Road, Adelaide Airport SA 5950.

**Meeting Closed at 10:08am**

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**Chairman / /**