

Adelaide Airport Consultative Committee (AACC) MINUTES



Date: 18 May 2018

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 0901hrs and welcomed those present.

Present	Company
Russell Synnot – Chair	Synnot & Wilkinson
Mark Young	Adelaide Airport Limited (AAL)
Alicia Bickmore	Adelaide Airport Limited (AAL)
Stephanie Bolt	Adelaide Airport Limited (AAL)
Brett Eaton	Adelaide Airport Limited (AAL)
Jamie Sangster	Adelaide Airport Limited (AAL)
Rob Kaftan	Adelaide Airport Limited (AAL)
Tim Roberts	Hindmarsh Electorate
John Trainer	City of West Torrens
Terry Buss	City of West Torrens
Arthur Mangos	City of West Torrens
Evan Knapp	South Australia Freight Council (SAFC)
Robert Owen	Netley Residents Association
Juergen Ruppert	Department of Planning, Transport and Infrastructure (DPTI)
Phil Lawes	Department of Planning, Transport and Infrastructure (DPTI)
Russell McArthur	Department of Infrastructure, Regional Development and Cities (DIRDC) via phone
Adam Sutherland	Department of Infrastructure, Regional Development and Cities (DIRDC)
Barry Salter	Holdfast Bay Resident Alliance
Lindsay Jervis	West Beach Resident Alliance
Gerard Mears	Airservices Australia (ASA)
Phillip Martin	Adelaide City Council
Shanti Ditter	Adelaide City Council
Marylou Bishop	Town of Walkerville
Brenton Burman	AECOM
Matt Cowdrey	Member for Colton
Stephen Patterson	Member for Morphett
Amanda Wilson	City of Holdfast Bay

Apologies	Company
Patty Therrios	Adelaide Airport Limited (AAL)
Brenton Cox	Adelaide Airport Limited (AAL)
Jenny Harris	Adelaide Airport Limited (AAL)
Vince Scanlon	Adelaide Airport Limited (AAL)
Steve Georganas	MP for Hindmarsh
Chris Wallace	Airservices Australia (ASA)
Clare Mockler	City of Adelaide
Dave Dix	Virgin Australia
Peter Dolan	Environment Protection Authority (EPA)
Kate Williams	Adelaide Shores

2.0 MINUTES OF PREVIOUS MEETING – 9 February 2018

Proposed – Robert Owen and Seconded Juergen Ruppert that the notes of the 9 February 2018 meeting be adopted – Carried.

3.0 CORRESPONDENCE

3.1 Correspondence In:

- Apologies
- Reports

3.2 Correspondence Out:

- Previous Minutes, Agenda and Reports
- Invitations and information to newly-elected State Members

4.0 SUMMARY OF ACTION ITEMS

4.1 DPTI – Update on Infrastructure Australia project application

No current update. Held over to next meeting.

4.2 DIRDC – Air Work pilot operational procedures

Please refer item 6.1. Held over for update at the next meeting.

4.3 ANO – Consultation recommendations report

Several reports are available on the ANO website [here](#).

4.4 Chair – The Chair will organise a presentation on the various NASF guidelines and state planner's local considerations and referral system

Please refer presentation item 8.1.

4.5 Watson trash collection basin clean-up

A Committee Member has been in discussions with NRM and SA Water and negotiating the clean out of Keswick Creek as it's contaminated. It was noted that an engineer will assist with solutions to control erosion and water flow. The Committee Member will notify NRM that the matter was raised in this forum.

5.0 AIRPORT UPDATE

5.1 Adelaide Airport Limited (AAL) Report – Report was tabled with the following items noted: The Airport Hotel is progressing well and including some minor works around building a link between the hotel and the Terminal. A new Taxi drop off/ hotel approach road is currently under construction and will be completed by the end of August.

A number of negotiations with airlines are currently taking place to assist progress with the Terminal Expansion Project progress and will AAL will make announcements in the next month or so.

AAL are celebrating 20 years of privatisation this month (a similar timing as some other capital city airports in Australia) and have organised a number of staff events.

A Committee Member queried the arrival time for the Cathay Pacific flight schedule in October. It was noted that this new flight is currently scheduled to arrive at 8:30pm and depart 10.15pm.

5.2 Property and Development and Land Use Report – The Report was tabled and taken as read. The owners of Harbour Town have initiated discussions with AAL regarding some potential modifications and upgrades to the existing centre. Further details are to be provided over the coming months in order that AAL can assess the implications of the proposed changes. The Committee will continue to be informed at future meetings.

The Executive General Manager for Property notified the Committee of the preparation of a Major Development Plan for a proposed Distribution Centre at Parafield Airport and will keep the Committee informed on any developments concerning this proposed project. The airport will commence engagement with the relevant stakeholders in the coming months.

5.3 Environment Report – The Report was tabled and taken as read. A Committee Member asked a question about some loud noises that have been noticed in the Netley area (originating for the Airport) which sounded similar to gun shots. It was explained that these noises relating to scaring wildlife such as birds on Airport grounds.

A Committee Member asked if flying foxes are a problem at the Airport. It was noted that there are currently not large numbers on the Airport , however the Airport is keeping a watching brief on these animals.

5.4 Planning Co-ordination Forum Report (PCF) – Report was tabled with the following items noted: The forum met the previous week and largely discussed the Public Safety Zones Draft Guideline which was released.

A working session was held with DPTI and a presentation was provided on the status of the SA Government's Planning Reform program, including the preparation of Draft State Planning Policies and their implementation through the Planning and Design Code.

It was noted that work is likely to commence on the Adelaide Airport 2019 Master Plan in coming months. The Forum will be engaged on the development of the Master Plan in future meetings.

A Committee Member asked about a possible road connection between Morphett Road and Richmond Road as this is noted in the last Adelaide Master Plan and would help ease congestion. It was noted that this connection has been mentioned as an opportunity in the last 2 versions of the Master Plans and depends on a number of factors. AAL will investigate further and report back to the Committee.

The AdeLINK light rail study has not been released. The outcomes of the study are to be finalised and released shortly. A Committee Member asked if there were any further developments. It was noted in the Liberal Government Policy document released pre-election that the train network did not extend to the Airport.

The Marion Road Planning Study was discussed. It was noted the planning study will identify and assess options to improve road safety and the flow of traffic along Marion Road between Anzac Highway and Cross Road. This incorporates the Anzac Highway and Cross Road intersections, and the Glenelg Tramway corridor level crossings at Marion Road and Cross Road. The contractor is currently undertaking community and stakeholder engagement with residents, property owners and businesses within the study area to inform the investigation into road capacity, safety, local area connectivity and integrated development. The DPTI project website can found [here](#), for general information about the project and for the community to provide input into the study.

5.5 Adelaide Airport Technical Working Group (AATWG) – The group discussed an early morning departure on Runway 05 by Malaysia Airlines which allegedly did an early left turn. This item will be followed up by ASA but can be explained by a number of things including weight restrictions and altitude. A presentation on noise abatement procedures for Runway 05 will be prepared for the next meeting of the AACC.

6.0 COMMUNITY AND AIRPORT AGENCY UPDATE REPORTS

6.1 Federal Department of Infrastructure, Regional Development and Cities – Report was tabled with the following items noted: There has been a change in Ministers and Chief and Staff since the last meeting. The new Minister is The Hon Michael McCormack MP. With the change in Ministers, the 3 guidelines which have been discussed at previous meetings (Wind Sheer/Turbulence, Helicopter Landing Sites and Public Safety Zone) have been put forward to senior officials to progress.

The NASAG (National Airports Safeguarding Advisory Group) met on 9 May and the discussion was largely around Public Safety Zones.

The Department was asked to prepare some legislation for the Government submissions back in 2017. The legislation will assist to modernise the policies under the *Airports Act 1996*. The recommendations were put on hold while the Essendon accident was investigated. It was noted that the findings from the Essendon accident do not relate to the recommendations provided and will now be put forward to Government.

The Curfew Operations Summary and Dispensation Report were noted as having a few minor errors with figures. Updated reports will be provided to all members after the meeting.

Cathay Pacific are changing their schedule in October this year. The flight on Tuesday, Thursday and Saturday will operate at 10:15pm. The Department met with Cathay Pacific to make sure the Hong Kong office are aware of the operating regulations at AAL. The Department also met with Emirates after a dispensation incident last year. The meeting was held with staff locally in May and the Department are satisfied they can manage crews and ground crew and the airline will introduce a dispensation procedure in a pre-flight briefing with crews.

The Department also provided an update on Airwork pilots. Airwork pilots were noted as using runway 23 during curfew instead of Runway 05. After the discussion with Airwork, they will update their internal procedures to use Runway 05 where safe. An update on compliance with noise abatement procedures by freight aircraft in curfew will be prepared by DIRDC and presented at the next meeting.

6.2 State Department of Planning, Transport and Infrastructure Report – It was noted the curfew dispensation report provided to the meetings by the Commonwealth Department (DIRDC) is very useful and it is hoped that the Committee continues to receive this report.

The State Department (DPTI) were successful in the 2017 Federal Budget regarding future funding for the North-South Corridor. This work will start to address some concerns of traffic in this area.

6.3 Airservices Australia (ASA) Report – The following was noted: Airservices Australia and the Department of Defence have signed contracts signifying a major milestone in unifying the nation's civil and military air traffic management systems. A series of workshops with key stakeholders is being planned over the next 18 months.

Through Australian Strategic Air Traffic Management Group (ASTRA), ASA are partnering with Geoscience Australia to support a test-bed trial of Space-Based Augmentation System (SBAS). SBAS has the potential to provide low-cost precision approaches, particularly to regional airports. ASA are supporting this trial as it is a very important activity to promote and foster civil aviation, which is part of the ASA legislative obligation. ASA will be flying 4 procedures at regional airports as part of gathering engineering and safety evidence.

CASA navigation aid calibration occurred throughout the Adelaide basin in early March. Events during the quarter were:

- The Tour Down Under; and
- Adelaide 500.

There were no issues with these events from an operational viewpoint and no noise complaints from either event.

There were 27 complainants in quarter one 2018. This is an increase from 19 complainants for quarter four 2017 but is a decrease from 31 complainants in quarter one 2017. Complainants affected by the issues of Standard flight path movements and helicopters contributed to the increase of complainant numbers this quarter. However, the number of complainants affected by the issue of curfew, dropped to six complainants from nine complainants last quarter. The main issues raised in quarter one were standard flight path movements with nine complainants, helicopters with eight complainants and curfew with six complainants.

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** - 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) – The Report was taken as read.

6.6 City of Holdfast Bay – No report submitted.

6.7 City of Adelaide – It was noted that if a proposal for the helipad was successful then consultation with civil aviation authorises and the relevant stakeholders would have taken place.

6.8 Adelaide Shores Report – no report submitted.

6.9 Town of Walkerville Report – no report submitted.

7.0 OTHER/ NEW BUSINESS

7.1 AAL Terminal Expansion Update

Please refer item 5.1.

8.0 FORMAL PRESENTATION

8.1 Various NASAG guidelines

A presentation was provided by the Commonwealth Department regarding *NASF Draft Guideline I - Managing the Risk in Public Safety Zones (PSZ) at the Ends of Runways*.

The National Airports Safeguarding Framework (NASF) was developed by the National Airports Safeguarding Advisory Group (NASAG) (Commonwealth, state transport and planning officials, ALGA, Defence, CASA, Airservices). NASF was agreed by all State governments and the Commonwealth in 2012. The National land use planning framework is designed to:

- minimise aircraft noise-sensitive developments near airports; and
- ensure aviation safety is recognised in land use planning decisions.

The new draft NASF PSZ Guideline targeted consultation was conducted in Sept/Oct 2017. NASAG is now seeking public comment on a proposed new NASF draft Guideline I – *Managing the Risk in Public Safety Zones at the Ends of Runways*. Like the NASF guidelines already in place, it will be the responsibility of each jurisdiction (State) to implement the Guideline into land use planning systems. The aim is to inform a consistent approach. Queensland, the UK, USA and much of Europe have PSZ policies in place.

A Public Safety Zone (PSZ) is a designated area of land, on or off-airport, at the end of a runway within which development may be restricted in order to control the:

- number of people on the ground; and
- storage of hazardous materials within the zone.

The Safety Zone takes the shape of an elongated triangular or four-sided zone tapering away from runway end.

A PSZ is determined by identifying the area within which any person living or working for a period of a year, has approximately a 1 in 100,000 chance per year of being fatally injured as a result of an aircraft accident. It depends on the statistical chance of an accident occurring and relates to each airport's unique set of operations. Compared to other risks we take every day, this is a very low risk.

By encouraging new developments to be compatible with their proximity to the end of runways, PSZs reduce the risk of an aircraft accident affecting people who live, work or travel near airports. Australia has an excellent safety record but, in the unlikely event that an aircraft crashes, the introduction of PSZs limits the consequences of such an accident.

The Commonwealth is responsible for 22 federally-airports and will expect each airport to consider public safety risk. The Commonwealth also expects State, Territory and Local governments responsible for development assessment approvals concerning land outside the boundaries of federal airports; and on and around other airports to consider PSZs.

The Guideline is not retrospective - PSZs will not be applied to existing properties. The draft Guideline is consistent with both the UK and Queensland approaches to PSZ where they have been in place for a number of years. The Draft Guideline recommends using either the

Queensland template or airport-specific risk modelling (applying UK method). Jurisdictions can either:

- Proactively identify and map PSZs; or
- Assess public safety risk on case-by-case basis.

Draft Guideline I and supporting documentation can be found on the Department's website [here](#). Questions can be provided to Director, Airport Safeguarding, 02 6274 6125 or sharyn.owen@infrastructure.gov.au. Please submit your feedback by **COB Thursday 12 July 2018** to safeguarding@infrastructure.gov.au.

This Draft Guideline will be up to the Minister to put in place and can be amended if necessary. It was noted that different aircraft types will be identified. The main reason for this Guideline is to limit the potential impact on areas. Some properties in Adelaide already have guidelines for existing properties (such as aircraft noise) and future users (limiting certain developments) including City of Salisbury. The Draft Guideline is designed to be flexible and assessed on a case by case basis. The Department recognises that implementation of the guideline is not an easy process. The Department noted two main points to consider;

- if the Guideline is introduced; and
- how it's introduced.

The Department welcomes any suggestions on how this Draft Guideline can be spread to the Community.

It was noted that Council members will invariably be asked by residents if their house will be affected. It was noted that until the guideline is implemented and an approved method of assessing the risk is used, no mapping can be meaningfully produced.

9.0 SUMMARY OF ACTION ITEMS

- 9.1 Update on Infrastructure Australia project application – DPTI**
- 9.2 Future development at Harbour Town - AAL**
- 9.3 Watson trash collection basin clean-up - Bob Owen**
- 9.4 Morphett Road and Richmond Road connection – AAL**
- 9.5 Update on noise abatement compliance by freight aircraft in curfew - DIRDC**
- 9.6 Presentation on Noise Abatement Procedures for Runway 05. – ASA**

10.0 DATE OF NEXT MEETING

The date of the next formal meeting is scheduled for Friday 17 August 2018 at 9am - location Royal Flying Doctor Service Central Operations, Frank England Room, 1 Tower Road, Adelaide Airport SA 5950.

Meeting Closed at 10:15am

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Chairman / /