

Adelaide Airport Consultative Committee (AACC) MINUTES



Date: 17 August 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 0900hrs and welcomed those present.

Present	Company
Russell Synnot – Chair	Synnot & Wilkinson
Mark Young	Adelaide Airport Limited (AAL)
Brenton Cox	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)
Amy Mitchell	Adelaide Airport Limited (AAL)
Alicia MacKay	Adelaide Airport Limited (AAL)
Peter Wang	China Southern Airlines
Tim Roberts	Hindmarsh Electorate
Evan Knapp	South Australia Freight Council (SAFC)
Juergen Ruppert	Department of Planning, Transport and Infrastructure (DPTI)
John Trainer	City of West Torrens
Angelo Catinari	City of West Torrens
Russell McArthur	Department of Infrastructure, Regional Development and Cities (DIRDC)
Marcelo Alves	Department of Infrastructure, Regional Development and Cities (DIRDC)
Caryn Glossop	Department of Infrastructure, Regional Development and Cities (DIRDC)
Barry Salter	Holdfast Bay Resident Alliance
Lindsay Jervis	West Beach Resident Alliance
Sam Charlick	City of Holdfast
Phillip Martin	Adelaide City Council
Sean McNamara	Adelaide City Council
Steve Vines	Mark Butler MP
Brenton Burman	AECOM
Chris Wallace	Airservices Australia (ASA)

Apologies	Company
Hon Rachel Sanderson	State Member for Adelaide
Terry Buss	City of West Torrens
Phil Lawes	Department of Planning, Transport and Infrastructure (DPTI)
Marylou Bishop	Town of Walkerville
Steve Georganas	MP for Hindmarsh
Kate Williams	Adelaide Shores
Clare Mockler	City of Adelaide
Robert Owen	Netley Residents Association

2.0 MINUTES OF PREVIOUS MEETING – 18 May 2018

Proposed – Chris Wallace and Seconded Mark Young that the notes of the 18 May 2018 meeting be adopted – Carried.

3.0 CORRESPONDENCE

3.1 Correspondence In:

- Apologies
- Reports

3.2 Correspondence Out:

- Previous Minutes, Agenda and Reports
- Thank you letter to previous Department of Infrastructure, Regional Development and Cities representative

4.0 SUMMARY OF ACTION ITEMS

4.1 Update on Infrastructure Australia project application - DPTI

DPTI went through the list of projects and nothing relates to the Airport.

4.2 Future development at Harbour Town - AAL

Please refer item 5.2.

4.3 Watson trash collection basin clean-up

This item will be held over to the next meeting.

4.4 Morphett Road and Richmond Road connection - AAL

This item will be addressed in the Adelaide Airport Master Plan.

4.5 Update on noise abatement compliance by freight aircraft in curfew – DIRDC

Please refer item 8.2.

4.6 Presentation on noise abatement procedures for Runway 05 – ASA

Please refer item 8.2.

5.0 AIRPORT UPDATE

5.1 Adelaide Airport Limited (AAL) Report – The report was tabled with the following items noted: Adelaide Airport was the fastest growing domestic Australian airport in the last financial year. It was noted that aircraft traffic movement numbers have been stable since the last Master Plan was completed, ie the airport is increasing passenger numbers but without a corresponding increase in aircraft movements. Some new aircraft types have been introduced – Qatar Airbus A350, Air New Zealand Dreamliner – Boeing 787 and Fiji Boeing 737 MAX 8 would soon be joining Adelaide and is expected to launch in late 2018.

Three large construction compounds are now visible on the Virgin side of the Terminal:

1. Hotel – will open on 1st September 2018;
2. Hotel drop off road - won't formally open until later this year or next year; and
3. Terminal Expansion Project – ongoing work.

5.2 Property and Development and Land Use Report – The Report was tabled and the following noted: The Airport Hotel has reached practical completion. A Hotel flyer was attached to the Property report for this meeting to provide further information. Harbour Town has now submitted Stage 1 proposals for minor upgrades to sections of the western façade, lighting and new signage for AAL and Airport Building Controller consent. The owners continue to progress designs for a potential major upgrade of the entire centre and AAL await further detail in order that the potential suitability of these upgrades can be assessed.

Work has commenced on the 2019 draft and the Airport will be working closely with AECOM. The Committee will be updated on the progress in future meetings.

5.3 Environment Report – The Report was tabled and taken as read.

5.4 Planning Co-ordination Forum Report (PCF) – Report was tabled with the following items noted. Anita Allen from DPTI provided an update on the SA Government's Planning Reform program, including the preparation of Draft State Planning Policies and their implementation through the Planning and Design Code.

The Draft State Planning Policies are currently on public consultation until 7 September 2018.

The State Planning Commission also released the 'Integrated Movement Systems Policy Discussion Paper' on Wednesday 8 August, with the consultation period closing on 3 December 2018. The Discussion Paper will inform the preparation of the Planning and Design Code.

A NASAG meeting was held on 9 August 2018. The focus of this meeting was to review the submissions on the consultation on the draft NASF Guideline I – Public Safety Areas. The Commonwealth held a Public Safety Area workshop during the consultation process.

5.5 Adelaide Airport Technical Working Group (AATWG) – The working group had a detailed discussion around in curfew movements and compliance with noise abatement procedures. Item 8.2 will cover the discussion in further detail. It was noted that Cathay Pacific will be moving to a split schedule in October.

6.0 COMMUNITY AND AIRPORT AGENCY UPDATE REPORTS

6.1 Federal Department of Infrastructure, Regional Development and Cities – The report was tabled with the following items noted: At the last NASAG meeting held in August 2018, the meeting was focused on progressing the Public Safety Areas (previously Public Safety Zone) framework. The framework was noted as being flexible and will adopt guidelines and have different approaches such as those considered by Salisbury Council at Parafield Airport and RAAF Base Edinburgh. A number of models have been provided including a Queensland and a UK model. If adopted, a risk analysis could be conducted on how to implement the guideline at individual airports.

A number of Commonwealth Regulations were due to sun-set on 1st April 2019, however the review process has been extended to 2024. The Department is proposing to make two very minor technical amendments in relation to the Adelaide Airport Curfew Regulations. The first amendment would be to include the new PC24 aircraft which the Royal Flying Doctor Service is going to operate at Adelaide Airport, with the option for the aircraft to be used as a business jet and to include the Honda Jet in an updated list of complying aircraft. The second amendment is a very minor technical amendment to add an additional zero to the data sheet as it had the wrong reference number. It was noted that the Airports Act states the Minister must specify a list of aircraft that can operate so a certificate data sheet list needs to be updated.

It was noted that the list of complying aircraft is now on a cycle that gets updated regularly. It was noted that it would be ideal to have a noise standard in the Adelaide Airport Curfew Regulations but this would require a change to the Act.

The Airports Act Amendment Bill was introduced into the House of Representatives on 13 August 2018 and was introduced into the Senate on 15 August 2018.

The Productivity Commission commenced its cyclical review into the Economic Regulation of Airports with submissions closing on 3rd September 2018. The Commonwealth will be making a submission.

6.2 State Department of Planning, Transport and Infrastructure Report – The report was tabled with the following items noted: With the change in Government it was noted there are no current plans for tram services along Norwood Parade, Unley Road, Prospect Road and to Adelaide Airport via Henley Beach Road.

The South Australian Government recently introduced a bill into State Parliament to establish a new independent body – Infrastructure SA.

6.3 Airservices Australia (ASA) Report – Please refer item 8.2

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 and the following noted: Urban heat maps are available on the CWT website which shows the value of green areas of Adelaide Airport and praise was given to past planners. Another map available on the CWT is 'West Maps – Public' which shows parking restrictions/ toilets/ planning zones information. The Council also has aerial photos dating back to 1948 and updated in 10-year intervals on their website and you can clearly see the changes overtime.

6.6 City of Holdfast Bay – The report was taken as read and the following noted: The Council had a close look at properties in the Council zone which might be affected with the Public Safety Areas (based on the Queensland model).

6.7 City of Adelaide – The Report was taken as read and the following noted: Council staff attended the consultation briefing held in Adelaide on 25 June by the National Airports Safeguarding Advisory Group (NASAG) relating to managing the risk in public safety zones at the ends of runways. The City of Adelaide does not have any areas affected by public safety areas and therefore did not provide a submission into the consultation process.

6.8 West Beach Parks Report – no report submitted.

6.9 Town of Walkerville Report – no report submitted.

7.0 OTHER/ NEW BUSINESS

7.1 AAL Terminal Expansion (TEEx) Update

A flythrough video of the project was shown to the Committee. A project phase overview and a TEEx brochure was provided to the Committee and will be sent with the minutes. Information about the project is being shared in a number of ways including stakeholder updates and meetings and a dedicated TEEx website is available [here](#). Phase 1 of construction has commenced including building platform preparation and substructure, demolition of structures and footings adjacent to the Northern Screening/Aviation House and preparations for airside work. Over the next 3 months customers will see construction which includes piling and slab, airside works – piling and precast wall install.

7.2 Mayor John Trainer

On behalf of Adelaide Airport and the Committee, the Airport's Managing Director thanked Mayor Trainer and acknowledged his long-standing contribution to the Committee as this will be his last meeting. It was noted that this Committee was better off for having Mayor Trainer as a Committee member and representing CWT. Adelaide Airport highly values the relationship with the CWT and Mayor Trainer has shown strong leadership over the years.

7.3 General Discussion

A Committee member asked how the runways were named. It was noted that the direction the runways facing is how they were named.

A Committee member commended ASA on their presentation and noted that it would be useful if they could present to the CWT.

It was noted the minute silence on historic days is very important and should be embedded in ASA programs and procedures. It was noted that if airlines have advance notice then they are happy to help.

A Committee member raised an issue of noise of aircraft on the runway resembling motorcycle engines and asked if there are any restrictions on runway noise. It was noted low cloud/ wind directions can create more noise and a lengthy taxi.

8.0 FORMAL PRESENTATIONS

8.1 Terminal Disability Access Presentation

A presentation was provided by Adelaide Airport's Customer Experience Manager. Adelaide Airport aims to provide facilities that promote accessibility for all members of the community, including customers with disabilities or special needs. The Airport works closely with its airline partners to ensure everyone's accessibility needs are met and continually upgrade its services to better reflect its customers.

Adelaide Airport's Disability Access Facilitation Plan is intended to assist customers with assistance needs to plan their journey through the airport. This plan is accessible on the Adelaide Airport website.

Adelaide Airport caters to customers with special needs including:

- Guides to assist people living with Autism Spectrum Disorders travelling through Adelaide Airport;
- Assistance Animal Relief Area;

- Assisted Listening Systems and Hearing Loops;
- Adelaide Airport Ambassadors;
- Information Signs;
- Accessible Toilets;
- Accessible Seating; and
- Medical Travel Companions.

Customer Service Officers are available for customers in need of assistance and/or to direct customers to an area where they will receive additional support.

Adelaide Airport is always looking at ways to offer better services and some future opportunities include:

- Disability Discrimination Act Consultant appointed - Terminal Expansion Project;
- Airside Assistance Animal Relief Area;
- Changing Places Toilet Facilities;
- Hidden Disabilities Program; and
- Adelaide Airport website Accessibility Audit.

Customers should notify their airline or travel agent of their disability when making a booking and it was noted customers can request a different routine when passing through the security screening process. Majority of flights now use aerobridges but if this is not the case customers should let airline staff know as aerobridges are operated by the airlines.

Adelaide Airport has undertaken an audit process of its disability processes and is awaiting the findings.

8.2 Runway 23 Arrivals during the Curfew –

A detailed presentation was provided by AirServices Australia. The presentation included the below information. Runway 05 operations and Noise Abatement Procedures (NAP) are explained in the below:

- Two runways at Adelaide;
- Main runway is runway 05/23 = the longer runway;
- Secondary runway is 12/30;
- Runway numbers describe in which direction the runway is being used;
- Runway 23, traffic departs to the south west and arrives from the north east; and
- Runway 05, traffic departs to the north east and arrives from the south west.

Runway selection is based on wind direction, weather conditions, traffic volume and other factors. Aircraft primarily take-off and land into the wind for safety and performance reasons. Therefore, as the wind direction changes the runway in operation may also change depending on the strength of the wind.

This means that Adelaide's seasonal wind patterns affect usage of the different runway directions. The prevailing wind is southerly for most of the year, meaning that Runway 23 is used the most frequently. During the cooler months Runway 05 typically receives more use than at other times of the year because there tends to be more northerly winds.

The rules for the curfew at Adelaide Airport are laid down in the [Adelaide Airport Curfew Act 2000](#) and the [Adelaide Airport Curfew Regulations 2000](#). When possible, during the curfew aircraft depart from runway 23 (over water) and arrive to runway 05 (over the water). Thus, reducing noise over the populated areas. Runway 23 is nominated for arrivals when the tailwind component on Runway 05 is:

- greater than five knots on a dry runway; and

- any tailwind on a wet runway.

It was noted that there are no curfew restrictions if an aircraft is subject to an emergency.

Where possible, Jets are initially cleared via a Standard Instrument Departure (SID) to intercept their flight planned track. The SID defines tracking, climb and speed requirements.

If a pilot is unable to meet any of these requirements they are issued with a Radar Departure. The radar departure describes the initial track and climb gradient for the departure. The air traffic controller is required to issue headings to the pilot to provide separation with other traffic prior to establishing the aircraft on their flight planned route.

Noise abatement procedures are designed to help reduce the impact of aircraft noise on communities. While they are applied whenever it is possible to do so, their use is not mandatory and is subject to weather conditions and traffic requirements.

In Adelaide the noise abatement procedures set out the preferred runway configuration for use during specific periods of the day. Between 6 am and 11 pm the preferred runway is Runway 23 (arrivals over the suburbs and departures over the water), followed by Runway 05 as a second preference. If Runway 23/05 is not available, the preferred runway is Runway 30 and the second preference is Runway 12.

Preferred flight paths provide guidance for controllers with regard to processing traffic and minimising the noise impact.

Arriving aircraft:

Runway 23.

From the East – Intercept the RWY23 Localizer at or beyond Modbury. Aircraft shall not be cleared below 3000 feet until passing 10 nautical miles.

From the West – Right circuit/base.

Runway 05.

From East – track via Port Noarlunga to intercept the centreline at, or beyond 5 nautical miles for jets and 3 nautical miles for non-jets. Descent below 3000’ west of the coast.

From West – Intercept runway centreline at or beyond 5nm for jets or 3nm for non-jets.

Departing aircraft:

Runway 23.

East – Jets maintain runway heading/track until at least 6NM

West – Maintain runway heading/track until at least 3NM.

Runway 30

Maintain runway heading/track until at least 3NM.

Runway 05 and 12

No requirements.

When a jet aircraft is issued a radar departure, when possible, controllers attempt to mimic the procedural SID between 6am and 7am and after 9pm. Determining if this is possible is dependent on several factors, such as:

- wind;
- aircraft weight;
- terrain;
- restricted area activation; and
- other traffic.

Preferred flight paths provide guidance for controllers with regard to processing traffic and minimising the noise impact. If a jet is unable to fly the SID, the pilot will be issued a radar departure. There are no preferred flight paths prescribed for runway 05 departures. Between 6am and 7am and after 9pm controllers follow the published SID route if possible. The current process is being reviewed.

The designers of flight tracks are accredited by the Civil Aviation Safety Authority (CASA).

- Safety is the primary consideration
- Must meet international standards set by ICAO and CASA regulations
- Must meet airline efficiency needs and airport capacity constraints
- Must meet aircraft and ATC operating constraints:
 - Can all aircraft types fly it?
 - Is pilot and ATC workload manageable?
 - Is it comfortable for passengers?
- Deliver best possible environmental outcomes
 - Is continuous descent or climb possible?
 - Can we avoid overflying new populations?
 - Does it minimise track miles?

The Environmental assessment is based on accepted industry practices and environmental assessment methodologies and includes:

- Noise modelling
- Matters of Natural Environmental Significance
- Impacts of future growth
- Impacts on newly overflown communities especially rural/regional
- Assessment against criteria for referral under EPBC Act

Community engagement

- How should the change be communicated to the community?
- Depends on impacts identified in the environmental assessment:
 - Social impacts
 - Visual impacts
 - Environmental impacts
 - What is the community feedback from engagement

Final decision

- Takes into account:
 - Benefits
 - Impacts
 - Community views

ASA provided a summary of the online noise data to all Committee members and welcome any comments or suggestions to continue to develop the summary. Please find the summary below:

- No flight path changes planned for Q3.
- Total movements 25343 (25530 in 2017, 25000 in 2016)
- Jets, average per month 4800 (4750 in 2017, 5000 in 2016)
- Prop, average per month 3300 (3500 in 2017, 3300 in 2016)
- Helicopters 270 (260 in 2017, 275 in 2016)
- April the busiest month, included Easter and school holidays
- 26 complainants in the quarter
- Consistent with both Q1 2018 and Q2 2017
- 45 individual complainants for the year to date

A significant amount of education has been undertaken in the tower and everyone is aware of noise abatement procedures.

9.0 SUMMARY OF ACTION ITEMS

9.1 Watson trash collection basin clean-up - Bob Owen

9.2 Adelaide Airport Master Plan – Standing item

10.0 DATE OF NEXT MEETING

The date of the next formal meeting is scheduled for Friday 16 November 2018 at 9am - location Royal Flying Doctor Service Central Operations, Frank England Room, 1 Tower Road, Adelaide Airport SA 5950.

Meeting Closed at 10:37am

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Chairman / /