

Adelaide Airport Consultative Committee (AACC) MINUTES



Date: 16 November 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)
Jamie Sangster	Adelaide Airport Limited (AAL)
Rob Kaftan	Adelaide Airport Limited (AAL)
Amy Mitchell	Adelaide Airport Limited (AAL)
Jenny Harris	Adelaide Airport Limited (AAL)
Matthew Polkinghorne	Department of Planning, Transport and Infrastructure (DPTI)
Steve Georganas	MP for Hindmarsh
Juergen Ruppert	Department of Planning, Transport and Infrastructure (DPTI)
Terry Buss	City of West Torrens
Adam Osborne	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
Andrew Collins	Airservices Australia (ASA)
Julian Howard	GHD
Phillip Martin	Adelaide City Council
Clare Mockler	Adelaide City Council
Brenton Burman	AECOM
Chris Wallace	Airservices Australia (ASA)
Ian Delaere	SA Health
Greg Ingleton	SA Water
Sue Curran	City of West Torrens
Matt Cowdrey	Member for Colton
Andrew Pruszinski	EPA
Robert Owen	Netley Residents Association

Apologies	Company
Kate Williams	West Beach Parks
Peter Dolan	EPA
Russell McArthur	Department of Infrastructure, Regional Development and Cities (DIRDC)
Evan Knapp	South Australia Freight Council (SAFC)
Phil Lawes	Department of Planning, Transport and Infrastructure (DPTI)
Marylou Bishop	Town of Walkerville
Hon Rachel Sanderson	State Member for Adelaide

2.0 MINUTES OF PREVIOUS MEETING – 17 August 2018

Proposed – Juergen Ruppert and Seconded Barry Salter that the notes of the 17 August 2018 meeting be adopted – Carried.

3.0 CORRESPONDENCE

3.1 Correspondence In:

- Apologies
- Reports

3.2 Correspondence Out:

- Previous Minutes, Agenda and Reports

4.0 SUMMARY OF ACTION ITEMS

4.1 Watson trash collection basin clean-up

NRM contractors have provided a long reach lift to assist with the clean-up of the trash racks. This has made a significant difference to the site. SA Water have made some improvements downstream which also has improved the water flow in the area.

5.0 AIRPORT UPDATE

5.1 Adelaide Airport Limited (AAL) Report – The report was tabled with the following items noted. Since the last meeting the Airport Hotel has been opened, the Patawalonga Creek site has been opened to the public and Singapore Airlines announced they will be flying A350-900 aircraft into Adelaide which is a newer, more fuel efficient and quieter aircraft.

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

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. The PCF retains a standing agenda item on the Planning Reforms and State Planning Policy. DPTI provided a brief update on the status of relevant projects:

- Public consultation on the Draft State Planning Policies has concluded, with more than 150 submissions received, including a submission from Adelaide Airport Ltd. A further paper is being prepared in response to the issues raised through the public consultation process. However, it was noted that the first version of the State Planning Policies needs to be finalised
- Public consultation has commenced on a number of Discussion Papers, including the 'Integrated Movement Systems Policy Discussion Paper'. The consultation period closes on 3 December 2018. Discussion Papers will inform the preparation of the Planning & Design Code.

Recent amendments to the *Airports Act 1996* came into effect on 26 September 2018. The key amendments include:

- 8-year planning cycle for Master Plans for all airports (other than Sydney, Melbourne, Brisbane, Perth and Western Sydney);
- Monetary trigger for Major Development Plans extended to \$25 million; and
- A new ANEF must be prepared for each Master Plan.

5.5 Adelaide Airport Technical Working Group (AATWG) – The group discussed a number of issues regarding airport operations including noise complaints and Remembrance Day operations. No items have been referred from the AACC to the group.

5.6 Adelaide Airport Master Plan

Please refer item 8.1.

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: On the 9th November, the Transport and Infrastructure Council Ministers endorsed the revised NASAG guideline for Public Safety Areas which will come into effect. The implementation of the guideline will be up to each State and Territory. The Commonwealth expect further consultation with communities and are available to support jurisdictions to assist with the implementation stage.

Since the last meeting, a number of changes have occurred across the Australian Government ministries including a new Prime Minister, but the responsibilities of the Deputy Prime Minister who is responsible for Infrastructure has not changed.

Some recent changes which have come into effect relating to the Airports Act include a change in the Master Plan cycle with AAL moving from a 5-year cycle to an 8-year cycle.

6.2 State Department of Planning, Transport and Infrastructure Report – The following items noted:

Marion Road Study: The Marion Road Planning Study is expected to be completed by the end of November 2018. This planning work has been progressing with input from community and key stakeholders. The timing of the release of information resulting from the study will be subject to discussions with the Australian Government who are providing the funding for this planning project.

The study has identified and assessed 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.

Items investigated include:

- Road capacity of Marion Road during peak periods;
- Safety at the two intersections (Marion Road/Cross Road and Marion Road/Anzac Highway);
- Connectivity within the local area, including walking and cycling; and
- Integration with potential future developments and good urban design.

Further community and stakeholder engagement, beyond the planning study, will be conducted if the study outcomes receive funding commitments for design and construction.

Upgrade of the intersection of Sir Donald Bradman Drive and Marion Road: DPTI has identified the upgrade of this intersection as a short to medium term priority. Costs associated with any upgrade will likely be high due to acquisition requirements and the relocation of utility services etc. This project is currently unfunded.

North – South Corridor: Both the South Australian and Australian Governments have indicated clear commitments to progress a non-stop North-South Corridor for Adelaide. Construction is currently underway on the Northern Connector, Torrens Road to River Torrens and Darlington sections of the corridor, with funding committed towards the delivery of the Regency Road to Pym Street section of South Road. Completion of these projects by 2022 will create a 47-kilometre continuous section of the North-South Corridor between Gawler and the River Torrens.

On 7 May 2018 the Australian Government announced its \$1.211 billion contribution towards the North-South Corridor. The Australian and South Australian governments are working together to identify the next priority section of the corridor and are also exploring opportunities to accelerate the funding and delivery of the project.

On 15 October the Minister for Transport, Infrastructure and Local Government, the Hon. Stephan Knoll, announced that a contract had been awarded for the business case development of the River Torrens to Tonsley Boulevard section of the North-South Corridor and the investigation into the viability of tunnels.

Once the next priority section has been identified and concept plans developed, the Department will have greater certainty of impacts and will be able to provide reliable advice to affected land owners, local and state government agencies and the community.

Information about the 10-Year Delivery Strategy for the North-South Corridor can be found in the Scoping Report released on 18 May 2015 and available at www.infrastructure.sa.gov.au/nsc/10yds. Further information on the North-South Corridor can be obtained at www.infrastructure.sa.gov.au/nsc or if you would like to speak to a member of the North-South Corridor team, please email northsouthcorridor@sa.gov.au or call 1300 951 145.

It was noted that now the Public Safety Areas revised guideline has been endorsed and handed over to the State and Territories, the Department will be conducting consultation with the relevant stakeholders and affected communities and will assess the implications of the new guideline and the way forward regarding the planning and design code.

6.3 Airservices Australia (ASA) Report – 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.

Airservices Policy on Stakeholder Consultation

The Policy noted that Airservices is committed to consulting with communities potentially affected by any proposed flight path design changes in an open and transparent manner. Airservices will communicate early with potentially-affected communities and relevant stakeholders, to ensure there is easy and timely access to clear, accurate and transparent information. Airservices will seek community and stakeholder feedback on any proposed changes and will consider the feedback and provide a summary back to the community on what is heard.

In all cases, ASA will update their website and provide a Fact Sheet. Depending upon the change, Airservices may provide information by:

- Presenting at the TWG/AACC;
- Advising local councils;
- Advertising in local newspapers; and
- Using the social media channels of councils, community groups etc.

Airservices will provide the community with:

- More time - Wherever possible, feedback from the community will be invited for a period of up to six (6) weeks; and
- 'What we heard' - A Summary of the Feedback provided will be released on the Airservices website prior to the implementation of any change or new flight path.

Due to the six-week feedback period, updates may not be able to be provided to the TWG/AACC in advance. In the event that this occurs Airservices will provide the information to the TWG/AACC Chair and Secretariat for distribution to the TWG/AACC members:

- This will include fact sheet/s and website links;
- Airservices remains committed to the communication of all flight path changes to TWG/AACC; and
- Airservices will provide a full update at the next scheduled meeting.

Adelaide Airport Activity

The total movement numbers are consistent with previous years (26,274 movements in quarter 3), jets and prop aircraft are also consistent with previous years. July was the busiest month for jets, and the average movements per month was higher than quarter 2. 38 complainants were received in the quarter 3, an increase from 26 in quarter 2. This is consistent with quarter 3 in 2017 and likely reflects annual weather patterns. Curfew, standard flight path movements and helicopters were the main items of concern for complainants. Flight path complainants focused primarily on runway 05 departures which is seasonally expected with runway 05 usage usually declines in quarter 4.

A thank you was provided to ASA for their assistance on Remembrance Day. The airlines and local aviation community involved were also thanked for making the one-minute silence possible. It was noted that only a limited time of silence can be provided to avoid material disruption to air traffic.

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: The CWT are working on leasing out the remaining space in their new depot facility.

6.6 City of Holdfast Bay – no report submitted.

6.7 City of Adelaide – no report submitted.

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

Construction has started on the \$165m terminal expansion, redevelopment and upgrade project (TEEx). TEEx is focussed on improving the customer experience for international arrivals and departures areas including improved baggage facilities, processing areas and duty free. Terminal retail will be expanded to create more retail and dining options for all customers.

Phase 1 of the construction has commenced which includes demolition of part of Northern Screening, services isolation and relocation, building platform preparation, piling and foundations and airside work.

Over the past few months building platform, subgrade and base works were completed in August. Piling, airside road and new building works were completed in September. Excavation, pile caps and tie beams are currently being undertaken and airside road service diversions have been in place since September.

The upcoming construction works include;

- Complete Substructure;
- Superstructure Commences;
- Precast & Structural Steel;
- Airside Road Pile Caps;
- Relay Relocation & Tenancy Demolition;
- Cibo Tenancy Amended; and
- Tunnel Installation.

In the next few months you will see Relay relocated and tenancy demolition in late November and in late January, a tunnel will be installed to create access to the northern end of the Terminal. The Airport is currently reviewing the Food and Beverage Requests for Proposals (RFPs) and the Duty-Free RFPs are out to market.

A Committee Member asked if there was scope in this project to improve the pickup and drop area. It was noted the airport is looking at alternate options for taxi drop off to help with congestion in the area. Customer Services Officers are available to provide assistance if required as they have a dual role to manage traffic and help customers. It was noted that Airlines can assist from check-in. It was also noted that a dedicated drop off and pickup area for disabled passengers is located at the southern end of the Terminal and more information can be found on the AAL website. It was noted that the Airport takes all feedback on-board.

For more information about the TEEx project, please visit the AAL website [here](#).

8.0 FORMAL PRESENTATIONS

8.1 Adelaide Airport 2019 Draft Master Plan

The 2014 Adelaide Airport Master Plan is currently under review. The Legislative Requirements under the Airports Act include:

- A new Master Plan must be lodged with the Minister for approval by 9 January 2020;
- Legislative Change: For all airports except the largest Australian airports, the Master Plan now to updated every 8 years (previously a 5-year cycle); and
- Adelaide Master Plan will be the first Airport Master Plan under the amended legislation.

The Adelaide Airport Master Plan will include;

- 20 Year Planning Horizon;
- 8 Year Development Plan;
- 8 Year Ground Transport ; and
- 8 Year Environment Strategy.

The main areas of focus for the 2019 Master Plan will be:

- Environmental sustainability;
- Ground transport including the road network in and around the airport;
- Aviation forecasts;
- Terminal expansion;
- Commercial development; and
- Freight strategy.

The steps of a Master Plan include:

- Phase 1 – Scoping;
- Phase 2 - Concept Planning and Concept Planning Workshops;
- Phase 3 - Investigations and Technical Studies;
 - Aviation Forecasts;
 - Infrastructure Investigations;
 - Environment Strategy;
 - Ground Transport Strategy;
 - Land Use Plans;
- Phase 4 – Plan Preparation;
Exposure Draft Master Plan;
- Phase 5 – Preliminary Draft Engagement;
Preliminary Draft Master Plan;
Public Exhibition;
- Phase 6 – Approval Process;
Draft Master Plan and Supplementary Report;
- Phase 7 – Master Plan Deliverable; and
Final Master Plan.

The Airport is currently at Phase 3 – Investigations and will conduct detailed investigations relating to: Aviation Forecasts, Infrastructure, Environment Strategy, Ground Transport Strategy, and Land Use Plan and a final Technical Report Submission in late February 2019.

The next steps for the Master Plan include draft and finalise technical report, draft and review chapter writing and Exposure Draft preparation.

The key Master Plan dates to note:

- Exposure Draft – 15th April 2019;
- DIRDC Review (30 Business Days);
- Preliminary Draft – 22nd July 2019;
- Public Exhibition (60 Business Days); and
- Final Draft for Approval – 16th December 2019.

On-going discussions and technical working sessions with State and Local Government have commenced and we would like any issues raised throughout the process. The next Planning Coordination Forum in February 2019 will be a working session on the preparation of the Exposure Draft Master Plan. At the next AACC in February 2019 an update of the progress of the Exposure draft Master Plan will be provided. Presentations with State and Local Government prior to finalisation of the Exposure Draft (including updates to the ANEF Noise Contours) will be undertaken. Letters will be sent shortly to key stakeholders.

A Committee Member mentioned that now the Airport has moved to an 8-year cycle, it could have both a positive or negative effect. It was noted that the new regulations are set to an 8-year cycle. Pushing out the horizon to 8 years, predicting peaks and troughs with ground transport plans, and aircraft noise would be difficult. It was noted that Master Plan processes are expensive but the regulations have the balance right. It was also noted that consideration of any new developments on Airport that are inconsistent to the Master Plan would require the Airport to do a minor variation to the Master Plan which includes consultation. For more information please visit the AAL website [here](#).

8.2 PFAS Update

ASA are responsible through the *Air Services Act 1995* (Commonwealth), for the provision of air traffic management. ASA provide Aviation Rescue Fire Fighting Services (ARFFS) at a number of Australian airports. ASA maintains ARFFS operational infrastructure and training facilities to support the provision of ARFFS as per regulations set by the Civil Aviation Safety Authority (CASA). Failure to maintain operational capability will “close down” an Airport. Airservices is a Commonwealth agency, but not Commonwealth funded.

Airservices was created in 1995 and used aqueous film-forming foam (AFFF) operationally and for training up to 2010:

- Up to 2003 - AFFF that contained PFOS (active ingredient);
- In 2003, changed to a different AFFF product to avoid PFOS – called Ansulite - but this was also found to contain PFOS; and
- In 2010, transitioned to a PFAS free foam (Solberg RF6).

Airservices does not use firefighting foam containing PFAS at Adelaide Airport. Airservices has been using PFAS free firefighting foam at Adelaide Airport since 2010.

PFAS are a group of manufactured chemical compounds that have been widely used in common household products such as non-stick cookware, and food packaging and in specialised applications such as firefighting foams and high-tech batteries.

Airservices is not a health expert but rely on guidance provided by Australian health authorities. Airservices continues to work closely with the relevant Commonwealth and State health and environmental authorities to ensure the community get appropriate advice and information. The Commonwealth Government’s independent Expert Health Panel for PFAS released its report in early May 2018 which reinforces the advice that there is no conclusive evidence that PFAS causes any specific illnesses, including cancer, in humans.

A number of household items contain PFAS including the below:

- non-stick, stain-/water-/wear- resistant, dispersive applications, Teflon, baking/greaseproof paper, wash and wear paints, pesticides etc.;
- Aviation “lubricants”, lubricants and hydraulic fluids (need something that won’t freeze or subsequently “explode” when rapidly heated) for airplane control surfaces, brakes, wheels etc.;
- Mist suppressants, chrome plating, photography;

- Firefighting foams, not just fire brigades, but all fire suppression systems where liquid fuels are a concern (tank farms, refineries, petrol stations, mining equipment, aircraft hangars etc.); and
- High-tech batteries, Improvement in battery technologies driven largely by electric cars, PFAS added to improve performance and reduce flammability as a result of heating.

PFAS has a number of challenges including the below:

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

The Food Standard Australia New Zealand (FSANZ) 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. Not regulatory unless stipulated in legislation or policy.

ASA has completed a Preliminary Site Investigation (PSI) for PFAS contamination at Adelaide Airport related to the historic operations of Aviation Rescue Fire Fighting Service (ARFFS). The PSI detected PFAS on the airport in close proximity to where firefighting training activities were carried out. Levels of PFAS were generally low on the airport away from where firefighting training historically occurred. Following the PSI, further targeted sampling was conducted and a higher level of PFAS was detected at the western boundary of the airport. Further groundwater sampling from public land adjacent to the western boundary of the airport, stormwater testing and a survey of bore water usage will now be carried out. Airservices is working closely with Adelaide Airport, the South Australian Environmental Protection Authority (SA EPA) and SA Health including sharing all testing results. Airservices is also currently in the planning phase for a stormwater treatment trial to capture and treat runoff before it enters the stormwater system.

In co-operation with Adelaide Airport, Airservices has completed a series of activities relating to PFAS. In 2008, Airservices (via GHD) undertook a preliminary assessment of the fire training ground. This assessment confirmed the presence of PFAS residues within soil and groundwater at the fire training ground at Adelaide Airport. Some results exceeded screening levels (0.3 ppb for water, 6 ppm for soil). This result was likely due to the historic use of firefighting foam containing PFAS. 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.

ASA will continue to investigate, monitoring PFAS and trial wastewater treatment remediation methods. All previous assessments focussed on fire training grounds, but learnings from work elsewhere indicated the need to broaden the scope to all ARFFS facilities and sites of AFFF use.

In 2015, MatCARE trialled at Adelaide Airport:

- Proved it could remove PFAS and TPH from wastewater;
- Solid waste streams (used MatCARE and activated carbon) requiring disposal; and
- Cost effectiveness not established in any comparison to other technologies (assessment underway).

PFAS Investigations undertaken so far at Adelaide Airport - in Summary

- Preliminary Site Investigation (2016) Site history review of possible sources of PFAS at the Adelaide Airport identified a number of potential sources on the airport and adjacent to the airport's south western boundary.

- Groundwater, Surface Water and Sediment Monitoring (2018). This year GHD undertook an investigation to assess a PFAS concentration in groundwater in the south western portion of the airport that was above criteria and attempt to identify the source. This work identified PFAS in groundwater exceeded the drinking water criteria on the western boundary of the airport.

The next stage of PFAS Investigations at Adelaide Airport:

1. Installation and sampling of groundwater monitoring wells within road reserves 200m to the west of the airport boundary;
2. Groundwater bore use survey within 200m of the airport's western boundary to assess:
 - Do you have a bore?
 - What do you use it for?
 - Why?
3. Sampling of surface water and sediment adjacent to the airport in the upper Patawalonga, the Patawalonga Lake and Barcoo Outlet following a wet weather event and following a dry period. If PFAS is detected in the wells installed within the road reserves, contingency wells will be installed 500 m from the airport boundary in road reserves and a groundwater bore use survey will be undertaken within 500 m of the airport's western boundary; and
4. GHD will be door knocking residents to assist with completing the survey.

ASA and the Airport are taking a risk approach when looking at chemicals in the environment.

The PFAS found is in very low concentration, half a drop in an olympic-sized swimming pool. The water PFAS has been found is too salty to drink or use, would need to be mixed with fresh water. The main thing to note is that with no bore, there is no problem, but all stakeholders involved want to take an abundance of caution. It was noted that the soccer field on Airport land uses recycled water. PFAS is not just a local airport issue but a global issue and the steps undertaken are precautionary. Results from the survey will be shared publicly. A PSI report is available on the ASA website from today.

A Committee Member asked if anyone has been tested. It was noted blood tests have been done some years ago and another round of tests will be conducted. The health of staff and firefighters is the most important thing.

8.3 Aircraft Noise Survey results – City of West Torrens

A survey letter was provided to 12,000 residents and property owners living with the ANEF contours. 650 responses were received. The survey was designed to canvass the range of experiences of aircraft noise and its impact on property decisions. The survey was used to inform Council's position on aircraft noise policy and advocacy with Adelaide Airport Limited, the proposed Planning Code and relevant government departments. The common effects stated in the comments section of the survey include noise, sleep and curfew.

The Council Adopted Policy Position is below:

- ANEF > 25 to be used as the threshold for managing aircraft noise;
- Dwellings (and dwelling additions with habitable rooms) are constructed in accordance with Australian Standard 2021-2000: Acoustics - Aircraft noise intrusion - Building siting and construction; or
- Dwellings (and dwelling additions - where such additions have a floor area equal to or greater than 50 percent of the existing dwelling) include noise attenuation measures; and
- Land divisions in ANEF > 40 prohibited. The last threshold was noted by a Committee member as too high a threshold to offer practical protection.

9.0 SUMMARY OF ACTION ITEMS

Nil

10.0 DATE OF NEXT MEETING

The date of the next formal meeting is scheduled for Friday 22 February 2019 at 9am - location Royal Flying Doctor Service Central Operations, Frank England Room, 1 Tower Road, Adelaide Airport SA 5950.

The Chair wished everyone a Merry Christmas and a Happy New Year.

Meeting Closed at 10:22am

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Chairman / /