

Adelaide Airport Consultative Committee (AACC) MINUTES



Date: 15 November 2019

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
Brett Eaton	Adelaide Airport Limited (AAL)
Mark Williams	On secondment to AAL
Rob Kaftan	Adelaide Airport Limited (AAL)
Kym Meys	Adelaide Airport Limited (AAL)
Matthew Eygenraam	Adelaide Airport Limited (AAL)
Jamie Sangster	Adelaide Airport Limited (AAL)
Sarah Tink	Department of Infrastructure, Transport, Cities and Regional Development (DITCRD)
Adam Osborne	Department of Infrastructure, Transport, Cities and Regional Development (DITCRD)
Russell McArthur	Department of Infrastructure, Transport, Cities and Regional Development (DITCRD)
Walter Dollman	North Adelaide Residents Society
Phillip Martin	Adelaide City Council
Klinton Devenish	City of Adelaide
Brenton Burman	AECOM
Robert Owen	Netley Residents Association
Marylou Bishop	Town of Walkerville
Evan Knapp	South Australia Freight Council (SAFC)
Chris Wallace	Airservices Australia (ASA)
Bob Patton	City of Holdfast Bay
Barry Salter	Holdfast Bay Residents Alliance
Michael Coxon	City of West Torrens
Terry Buss	City of West Torrens
Hon Rachel Sanderson	State Member for Adelaide
Lindsay Jervis	West Beach Resident Alliance

Apologies	Company
Mark Young	Adelaide Airport Limited (AAL)
Brenton Cox	Adelaide Airport Limited (AAL)
Kenzie Van Den Nieuwelaar	City of Charles Sturt
Juergen Ruppert	Department of Planning, Transport and Infrastructure (DPTI)
Brenton Griguol	North Adelaide resident
Gerard Mears	Airservices Australia (ASA)

2.0 MINUTES OF PREVIOUS MEETING – 16 August 2019

The below amendment was made and then the proposed – Robert Owen and Seconded Evan Knapp that the notes of the 16 August 2019 meeting be adopted – Carried.

~~The Government has until the second half of September to table their Productivity Commission response in Parliament.~~

The Government has until the 22 October to table their Productivity Commission report in Parliament.

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 Air quality study – AAL

AAL have engaged third party consultants, Lathwida Pty Ltd, to review the monitoring program proposed by Adelaide University for Stage 3 of the air quality assessment program. Following the Lathwida review, AAL will meet with and seek input from the SA EPA to ensure the proposed monitoring program provides appropriate and reliable data. A short update will be provided at the next meeting.

4.2 Netley Noise Attenuation Mound update – AAL

The weeds were treated in early September. The Airports maintenance team are monitoring the site. It was noted that the watering will be checked and will make sure the site including the weeds are checked regularly.

4.3 Trash collection Keswick/ Brown Hill Creek Update - AAL

The Airport's maintenance team check the flood risks to the airport site regularly. A joint meeting between AAL and NRM was requested by a Committee member and it was noted this meeting will be arranged.

4.4 Update on South Road extension work – DPTI

No update. DPTI to update at the next meeting.

4.5 Building heights CBD development – AAL

It was noted that the Airport is still sourcing information from the proponent to help with the crane assessment. CASA and ASA have provided preliminary advice. A meeting has been organised in Canberra with all the agencies and the proponent in December. AAL to report at the next meeting.

5.0 AIRPORT UPDATE

5.1 Adelaide Airport Limited (AAL) Report – The Report was tabled and taken as read. It was noted that approx. 800 guests attended the Vickers Vimy open day in October.

5.2 Property and Development and Land Use Report – The Report was tabled and taken as read. It was noted that the planned Harbour Town upgrade is under review in conjunction with Harbour Town.

5.3 Environment Report – The Report was tabled and the following was noted: ASA provided an email update on PFAS. Monitoring was undertaken for PFAS at Airservices groundwater wells in September this year inclusive of the off-site wells recently installed. Results were below the trigger level value required for further investigations (value as agreed with SA EPA), i.e., results were below 0.3ppb. The next round of monitoring will be undertaken in December this year – and results are expected to be available by February 2020. Airservices will be available to attend the next Adelaide Airport Consultative Committee in 2020, and should have two sets of quarterly monitoring results available for discussion.

5.4 Adelaide Airport Technical Working Group (AATWG) –

The Group reviewed a number of items including the consistently low number of noise complaints. A noise complaint was received in Warradale which is unusual and ASA will investigate. Track compliance was discussed particularly for Emirates departures. ASA noted no new changes or procedures for flight paths. The Group noted all noise-related Master Plan submissions will be reviewed. Curfew dispensations were discussed in relation to causes and actions being taken by the Department. No road or runway closures are planned in the near future.

5.5 Adelaide Airport Master Plan – The 2019 Adelaide Airport Preliminary Draft Master Plan public consultation period has now closed. The team are working through the various submissions and responses. It was noted that 71 submission have been received with 355 individual comments. Roads, especially the Sir Donald Drive one-way solution was noted in a number of submissions. Aircraft noise was also a theme across a number of submissions. A number of these submissions refer to existing aircraft noise and these submissions have been referred to the AATWG. Submissions were received regarding further recognition of South Australian Aviators.

A request for additional information regarding cycle paths and more visual representations was noted.

Comments were made about the drop off and pick up area and the timing of improvements. Public transport was another theme. Additional information was requested about stormwater and the level of design undertaken. Traffic modelling was also a theme, more specifically on the use of different intersections. Car parking was also a theme regarding airport access and also vehicle and freight access around Airport East was also noted.

The Airport is currently reviewing all submissions and determining if there needs to be any changes to the documentation, including whether any additional information needs to be added with a target to submit the document to the Commonwealth Minister by the 9 January 2020 but are targeting to submit before Christmas.

A question was asked about how responses are prioritised. It was noted that all feedback is important and all submissions will receive a response.

A Committee member noted that traffic needs to be a major consideration. It was noted that May Terrace is a popular intersection and if you add too many traffic signals together it won't work. It was noted that travellers leaving the Airport are going all over Adelaide so all options need to be reviewed and the fastest way to have passengers exit the terminal quickly and most productively. It was noted the Airport is working closely with surrounding Councils and have looked at many options. It was noted that the best flow of traffic is the main objective.

6.0 AIRPORT AGENCY UPDATE REPORTS

6.1 Department of Infrastructure, Transport, Cities and Regional Development – The report was tabled with the following items noted: The National Airport Safeguarding Advisory Group met on 21st August and agreed to undertake a review of the implementation of the Airport Safeguarding Framework. The submissions close on 22 November 2019.

A summary of the dispensations from the quarter were provided with the reports. At the AATWG, the JQ776 flight MEL-ADL 10:10pm arrival into Adelaide was discussed as a number of dispensations were requested for this flight. The Department has spoken with Jetstar and recommend they look at a scheduling a review of this route. It was noted that a contributing factor to the dispensations related to the previous flight sectors being late.

It was noted that in July to September, Sydney had a number of flight delays. Sixty-one hours of West South Westerly winds, greater than 20 knots were detected which meant network-wide delays and dispensations were increased for the period. Melbourne Airport also has single-runway operations due to strong polar winds. These events have increased the number of dispensations which are normally reviewed.

A Committee member asked if the dispensations that aren't approved could also have an explanation in the report. It was noted that the criteria for approving and rejecting dispensations is complex. These include hardship on passengers, babies on board, special assistance etc. A number of considerations was noted.

The Sun-Setting Regulations is progressing and has a completion date of 2024. No further update at this stage.

6.2 State Department of Planning, Transport and Infrastructure Report – Nothing to report.

6.3 Airservices Australia (ASA) Report – 27 complainants were received in the quarter, a slight increase from 25 in Q2 and 23 in Q1. The main complaint issues related to curfew movements, standard flight path movements and helicopters. The use of Runway 05 was the main cause of concern. Historically, R05 use decreases in Q3 and R23 use increases.

A new interactive online reporting tool will become available for Adelaide at the normal link over the next few months.

Airservices has created a four-episode video series on Air Traffic Control. All episodes are [available here](#).

Airservices Aircraft Noise Information Reports for Adelaide are available here: <http://www.airservicesaustralia.com/aircraftnoise/airports/>.

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 - <https://webtrak.emsbk.com/adl3>
- 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
- Adelaide Historical WebTrak Noise application: <http://myneighbourhood.bksv.com/adl5/>

6.4 Aircraft Noise Ombudsman Report – Nothing to report to Committee.

7.0 PLANNING AND LOCAL GOVERNMENT REPORTS

7.1 Planning Co-ordination Forum Report (PCF) – The Report was tabled and the following was noted: A presentation was provided by DPTI at the last PCF meeting regarding the new planning reforms. It was noted that 16 development codes were being replaced by 1 code. The code is on public review until 28 November 2019. It was noted that the intent of the changes is good and will streamline the process, but a lot of work stills needs to be done. A number of issues with State policy were mentioned including Airport Building Heights Overlay, Aircraft Noise Exposure Overlay and Building near Airfields Overlay. Inconsistencies were noted and the 6 km radius surrounding airports/airfields (to address lighting and bird strike issues) will have consequential changes on the performance assessment of various forms of development (potentially making assessment of minor development more complex). Both State and Federal Governments agreed more work needs to be done. It was noted that AS2021 was not easily accessible and that was the reason for not using it. It was noted that the authorised ANEF needed to be included. Many Councils are preparing submissions.

7.2 City of West Torrens (CWT) – The Report was tabled and taken as read and the following was noted: The council have submitted a Master Plan submission noting Ground transport as their main concern. The council agree that more work still need to be undertaken on the Planning reforms. The Council received a Master Plan submission from a resident which they passed onto AAL. AAL will respond to the Council who will forward on the response.

7.3 City of Holdfast Bay – The Council have submitted a Master Plan submission with 4 recommendations. It was noted that stage 1 of the \$13m Brighton Oval re-development has commenced and the 2 storey Rugby Club structure has been installed. Stage 2 has been approved which includes a \$5m grant from the Federal Government and will be completed in 2020.

Glenelg's Wigley Reserve will undergo a transformation including an outdoor gym and playground revamp which will likely be completed in September 2020.

7.4 City of Adelaide – The Council have submitted a Master Plan submission and noted they are also concerned on the new planning code.

7.5 City of Charles Sturt – Nothing to report to Committee.

7.6 West Beach Parks Report – Nothing to report to Committee.

7.7 Town of Walkerville Report – Nothing to report to Committee.

8.0 FORMAL PRESENTATIONS

8.1 PFAS Update – Airservices

Please refer item 5.3.

8.2 Master Plan – AAL

Please refer item 5.5.

8.3 Advances in Airservices Technology

A presentation was provided by ASA on the Future Airspace Environment which included a summary of current work programs and the application of new technologies. It was noted that Australia is in the middle of the fastest growing air traffic region putting pressure on traffic networks.

Long Range Air Traffic Flow Management (LR-ATFM) is a new initiative to enhance demand and capacity management by integrating international flights into Airservices air traffic flow management system. LR-ATFM is one of a suite of Airservices Australia initiatives, like OneSKY and Airport

Collaborative Decision Making, designed to build a predictable, high performing and resilient air traffic flow management network to support current and anticipated growth in demand and complexity.

Metron Aviation has been awarded the contract to develop and implement LR-ATFM functionality into their 'Harmony for ASNPs' software which Airservices currently uses to manage Ground Delay Programs (GDPs) for domestic flights into Melbourne, Sydney, Brisbane and Perth. Work has commenced on the implementation of this world-first project with go-live scheduled for late 2020. A wide range of domestic and international stakeholders have been consulted in the development of this concept. Further information about specific changes and impacts will be communicated over the coming months.

Airport Collaborative Decision Making (A-CDM) will improve the way airports, aircraft operators, ground handling organisations and Air Traffic Control work to harmonise airport operations through data sharing and decision support technology along with improvements in how the various parties come together to make collaborative decisions. This will lead to:

- Better utilisation of runway and gate capacity;
- Smoother recovery from adverse operations; and
- Higher predictability.

A Digital Aerodrome Services (DAS) solution can provide an enhanced traditional control tower service, while minimising infrastructure, facilities and systems requirements. The aerodrome control facility can be sited at an aerodrome or at any location away from an aerodrome such as a National Aerodrome Service Centre (NASC). DAS will alleviate the following constraints:

- The high cost of replacing ageing infrastructure (i.e. Control Towers and associated supporting systems);
- Inefficient utilisation of staff (including provision of a standardised tower solution that would benefit training);
- Lack of automated safety detection tools;
- Inability to quickly respond to emerging services in the industry; and
- Inability to quickly deploy tower contingency capability and, in some cases, provide full business continuity.

Australia has led the world in the use of Automatic Dependent Surveillance – Broadcast, or ADS-B, as a surveillance technology. The series of mandates for IFR aircraft from 2013 to 2017 has resulted Australia having one of the highest proportion of ADS-B equipped aircraft in the world. This high equipage rate, combined with the installation of a network of ground stations, has resulted in almost 100% surveillance coverage in controlled airspace over continental Australia. It has fundamentally changed how aircraft are separated outside secondary surveillance radar (SSR) coverage.

This will enable clear and real-time communications between air traffic controllers and pilots over oceanic airspace, as a preliminary step. Given that space-based ADS-B is still an emerging technology and the maximum benefits of space based VHF are yet to be defined, Airservices is continuing to develop our strategic position on satellite based communications, navigation and surveillance to maximise benefits, at an appropriate cost, of these new technologies.

Some of the services ASA are exploring:

- Detection, tracking UAV surveillance;
- how detection systems and operations interface with Airservices and help inform responses and future procedures;
- UAV surveillance system integration;
- integrating technology to detect, identify and track UAVs near controlled airspace;
- Urban air corridor design;
- Designing air traffic corridors for UAV use within different urban environments;
- Emergency services prioritisation;

- Ability for Airservices to communicate and coordinate emergency service UAVs and existing traffic to prioritise emergency services passage;
- Real time warning for ATC of UAV in exclusion zone;
- Notifications transmitted to ATC in real time; and
- Study environmental impacts: e.g. assessing noise pollution and the impact on existing urban infrastructure.

It was noted that a significant amount of drone activity around airports has been reported recently.

8.4 Terminal Expansion Update (TEx)

A large amount of progress has been completed since the last meeting. This includes:

- Handover of Virgin Lounge for fitout at end of August;
- Taxi Drop Off Road complete and open for taxi operations;
- New Build area complete and ready for testing and commissioning to occur; and
- Hoarding in Terminal centre concourse installed in September 2019 including a number of retail closures, relocations and pop-ups.

Upcoming works

- Testing and commissioning of new area base build;
- Fit out of Virgin Lounge and first group of retail to commence;
- Commence opening of new northern spaces; and
- Continue refurbishment in main concourse.

A number of images of the construction process were shown to the Committee. It was noted that an announcement about new retailers will be released end of November 2019.

9.0 NEW/ OTHER BUSINESS

A Committee member asked a question about the progress of the noise attenuation barrier on Beare Ave. It was noted that this area is currently under review with the Airport East plans and is an area of focus.

A question was also asked about the Kick Start for Kids facility as it was noticed not much was happening. It was noted this is a community effort build and the community are doing so at own time and expense but it is still going ahead.

10.0 SUMMARY OF ACTION ITEMS

- 10.1 Air Quality Study Update – AAL**
- 10.2 Netley noise mound Update – AAL**
- 10.3 Trash Collection Keswick/ Brown Hill Creek Update – AAL**
- 10.4 Update from DPTI on South Road extension work – DPTI**
- 10.5 Building heights CBD development – AAL**

10.0 DATE OF NEXT MEETING

The date of the next formal meeting is scheduled for Friday 21 February 2020 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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Chair / /