

# Adelaide Airport Consultative Committee (AACC) MINUTES



**Date:** 21 February 2020

**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 0902hrs and welcomed those present.

<b>Present</b>	<b>Company</b>
Russell Synnot – Chair	Synnot & Wilkinson
Mark Young	Adelaide Airport Limited (AAL)
Brenton Cox	Adelaide Airport Limited (AAL)
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)
Robert Snewin	City of Holdfast Bay
Walter Dollman	North Adelaide Residents Society
Phillip Martin	Adelaide City Council
Matthew Polkinghorne	Department of Planning, Transport and Infrastructure (DPTI)
Brenton Burman	AECOM
Robert Owen	Netley Residents Association
Marylou Bishop	Town of Walkerville
Terry Buss	City of West Torrens
Trian Gonis	Office of Steve Georganas
Barry Salter	Holdfast Bay Residents Alliance
Holly Ainslie	Airservices Australia (ASA)
Craig Barnes	Airservices Australia (ASA)
Gerard Mears	Airservices Australia (ASA)
Garth Palmer	West Beach Resident Alliance

<b>Apologies</b>	<b>Company</b>
Steve Georganas	Member for Adelaide
Stephen Patterson	Member for Morphett
Kenzie Van Den Nieuwelaar	City of Charles Sturt
Juergen Ruppert	Department of Planning, Transport and Infrastructure (DPTI)
Brenton Griguol	North Adelaide resident
Hon Rachel Sanderson	State Member for Adelaide
Sarah Tink	Department of Infrastructure
Joseph Solomon	Department of Infrastructure
Russell McArthur	Department of Infrastructure
Peter Atkins	Department of Infrastructure
Matt Cowdrey	Member for Colton
Michael Coxon	City of West Torrens
Evan Knapp	South Australia Freight Council (SAFC)
Paul Laris	Western Adelaide Coastal Residents Association

## **2.0 MINUTES OF PREVIOUS MEETING – 15 November 2019**

Proposed – Bob Owen and Seconded Terry Buss that the notes of the 15 November 2019 meeting be adopted – Carried.

## **3.0 CORRESPONDENCE**

### **3.1 Correspondence In:**

- Apologies
- Reports
- Email - Jetstar turn-around flight Query

### **3.2 Correspondence Out:**

- Previous Minutes, Agenda and Reports

## **4.0 SUMMARY OF ACTION ITEMS**

### **4.1 Air quality study – AAL**

Please refer item 5.3.

### **4.2 Netley Noise Attenuation Mound update – AAL**

A recent clean-up of the site has been completed. A Committee member tabled 3 documents which included photos of the site from when the mound was first installed and how it looks now. It was noted the watering is now working but a combination of issues has caused the appearance of the site to deteriorate. The site shares a boundary fence with NRM, SA Water and AAL. It was noted a separate meeting has been organised to discuss this item. An update from this separate meeting is to be presented at the next AACC meeting in May 2020.

### **4.3 Trash collection Keswick/ Brown Hill Creek Update - AAL**

A committee member noted that the stormwater creek adjacent to the Airport site has nowhere to drain and the basin needs a major clean out. It was noted that the dumped rubbish that NRM collects from the basin is diverse in nature. The possible reason for SA Water not maintaining the low-flow channel were discussed. It was noted the build-up of trash attracts odour and mosquitos. The City of West Torrens CEO noted that it is difficult for councils to prosecute illegal dumping. A meeting will be organised with all interested parties. An update from this meeting of interested parties is to be presented at the next AACC meeting in May 2020.

### **4.4 Update on South Road extension work – DPTI**

No update. DPTI to update at the next AACC meeting.

### **4.5 Building heights CBD development – AAL**

Please refer item 5.4.

## **5.0 AIRPORT UPDATE**

**5.1 Adelaide Airport Limited (AAL) Report –** The Report was tabled and the following was noted: The report provided showed recent aircraft movement numbers but with the bushfires and Coronavirus outbreak, passenger numbers are expected to continue to decrease with China Southern, Cathay Pacific, Singapore and Malaysia Airlines all under pressure. It was noted Qantas is pulling back services domestically and internationally with a 15% reduction in flights out of Asia. It was noted that it is a tough time in the aviation industry and was expected to get worse.

The impact of the recent bushfires has been not only economic, but personal, with the passing of Dick Lang and his son Clayton. Dick Lang was an iconic character who operated regular charter flights to Lake Eyre. The Committee's thoughts are with the Lang family and all affected.

As a sponsor of the Adelaide Fringe, AAL had a number of staff perform in a Fringe Choir on the opening night of the Fringe.

**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 the following was noted: The AAL Air Quality Strategic Framework is a 5-stage process:

Stage 1: Literature review – February 2019

Stage 2: Gap Analysis – May 2019

Stage 3: Problem identification – August 2019 (including a third-party review)

Stage 4: Human Health Risk Assessment (HHRA) – February 2020 (including EPA consultation and Uni of Adelaide review)

Stage 5: Exposure assessment – September 2020 (prior to this a final review from HHRA and Uni of Adelaide review).

**5.4 Adelaide Airport Technical Working Group (AATWG)** – A number of issues were discussed at the last meeting including the Jetstar turn-back flight, curfew dispensations, ASA new noise reporting website, the Heathrow steep descent study and runway closures and aircraft noise reports. The Airport has received 10 building applications for comment since November 2019 that require airspace approval. A meeting was held in December to discuss a particular tall building in the CBD. The meeting included representatives from CASA, AAL, ASA and the Federal Department to discuss the proposed building development. A resulting report is still in draft and will be submitted to ASA for review and then consultation will occur with airlines.

**5.5 Adelaide Airport Master Plan** – The Master Plan was submitted to the Commonwealth Minister on 20 December 2019. 70 submissions were received and all submissions have been responded too. If approved, AAL will have 50 business days to publish the document publicly.

A number of images of the TEx site progress were shown to the Committee. The first stage of the project opens next week to the travelling public. This first stage includes the opening of a number of new restaurants and shops. An image was shown of the location of where the Vickers Vimy will be displayed but noted the relocation will occur towards the end of the project. The preparation for the demolition of Aviation House will occur from late February.

## **6.0 AIRPORT AGENCY UPDATE REPORTS**

**6.1 Department of Infrastructure** – The report was tabled with the following items noted:

### Departmental Update

- As part of broader machinery of government changes, the Department has merged with the Department of Communications and the Arts, and is now known as the Department of Infrastructure, Transport, Regional Development and Communications (the Department).
- Janet Quigley is currently acting Executive Director of Aviation and Airports for the foreseeable future.

### National Airports Safeguarding Advisory Group (NASAG)

- NASAG met on 21 August 2019. The group agreed the Terms of Reference (ToR) for the Implementation Review of the National Airports Safeguarding Framework guidelines (NASF) at this meeting. The ToR are available on the Department's website.

- The Implementation Review commenced on 2 September 2019 and seeks submissions from interested industry stakeholders on how NASF has been/is being implemented. The submission period closed on 22 November 2019.
- The Implementation Review draft report is anticipated in early February 2020 to coincide with the NASAG meeting, and the final report is expected to be presented to the Transport and Infrastructure Senior Officials Committee (TISOC) in the first half of 2020. The review report will put forward recommendations on measures which could enhance further implementation of NASF guidelines.
- The NASAG 2019-2021 Forward Work Program was also finalised at the August meeting. The program includes a review of the assessment trigger area in Guideline B (windshear), review of Guideline D (wind farms) and review of Guideline C (bird and wildlife strike).
- Under NASF Guideline I – Public Safety Areas, the Department is responsible for policy advice regarding public safety risks within the boundaries of leased federal airports. The Commonwealth expects airports to consider public safety risk in planning and developments on-airport.
- It is the responsibility of each state and territory to implement the NASF in their respective planning systems.
- The next NASAG meeting will be held in March 2020, where the draft Implementation Review report will be considered.
- General enquiries regarding the NASF may be directed to the Director, Airspace Protection and Safeguarding, Department of Infrastructure, Transport, Regional Development and Communications or by email to [safeguarding@infrastructure.gov.au](mailto:safeguarding@infrastructure.gov.au).

#### Overview of Regulations Sunsetting Process

- On 24 August 2018, the Attorney-General issued the Legislation (Airport Instruments) Sunset-altering Declaration 2018, to align the sunsetting dates of the instruments to 1 April 2024.
- The review process has included consultation in the form of workshops, a public online survey and direct consultation with the airport operators.
- Outcomes of the review process to date indicate none of the instruments can be allowed to sunset as they all regulate areas that are appropriate and necessary for regulation. However, most of the instruments include some elements that are no longer fit for purpose. The identified issues are mostly a consequence of the passage of time since the regulations were made.
- The Department will be in touch with all airports in the near future to discuss next steps.

#### Dispensations

- 18 aircraft were given dispensations which is higher than normal, however Sydney had over 80 for the same quarter. The increase relates to the bushfires and the weather that affected the entire network.
- Jetstar turn-back:
  - Jetstar Airways were advised at 10.40pm Australian Eastern Daylight Time (AEDT) that a curfew dispensation had been granted for flight JQ776 to land at Adelaide Airport no later than 11.25pm.
  - At 11.17pm (AEDT) the Department was contacted by Airservices Australia to notify that the main runway at Adelaide Airport was not available due to runway works.
  - Jetstar were advised at 11.22pm (AEDT) that the main runway was not available and for safety reasons the aircraft was not able to land at Adelaide Airport and would have to return to Melbourne.

- Following the events of 22 January 2020, Jetstar contacted the Department and advised that an internal investigation would be undertaken as to why the pilot-in-command had not examined the Notice to Airmen (NOTAM) which advised of the closure of runway 05/23 on 22 January 2020. Jetstar would also examine protocols for Integrated Operations Centre staff to ensure that NOTAMs were considered prior to requesting curfew dispensations.
- The Department has added a further general Department email address to improve the notification process for any runway restrictions so that the relevant duty officer is aware prior to considering dispensation requests.

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

## **6.3 Airservices Australia (ASA) Report –**

### Draft Flight Path Design Principles

ASA conducted a national stakeholder consultation on Airservices Draft Flight Path Design Principles that will shape how ASA design, develop and implement flight path changes into the future. The consultation did not include discussions on specific flight path changes occurring in any one location. The consultation was focused solely on the Draft Principles.

ASA used a range of approaches to engage with stakeholders, including a National Online Survey, six Face-to-Face Community Workshops, three Industry Stakeholder Panels, and two Community Pop-up Stalls interstate (to promote completion of the Survey). Locations for Community Workshops and Industry Stakeholder Panels were selected to ensure views from across Australia were considered. In selecting locations, ASA ensured they reflected a balance of aircraft operations (including general aviation, civilian and military), capital city and regional areas, and had access to broad community, government and industry representation.

### New Format Online Reporting

The new online reporting format was implemented, effective from October 2019. This provides monthly rather than quarterly data and replaces Airservices quarterly reporting, both online and for the Adelaide AACC. Monthly information is updated on the 10<sup>th</sup> business day of each month. Airservices will continue to provide commentary both online and to the Adelaide AACC, on increased complainants, issues or other complainant investigations by the NCIS. Yearly reviews will continue to be provided and any issues that are not noise related will not be included in this reporting. This format is sourced directly from the NCIS database, and is based on contacts received in the calendar month. As the NCIS updates issues and case classifications during the course of their investigation into a contact, it is possible that slight variations will occur in the reporting to the previous month, when the current month is uploaded. It was noted that data prior to January 2016 has been archived. A demonstration of the site was provided at the meeting.

### 2019 year in Review Complainants

- 78 individual complainants- a decrease from 89 in 2018
- Runway 23 was used for the majority of movements in 2019, except for the month of June, however, more complainants were concerned with Runway 05 operations
- 54 suburbs recorded complainants
- Glenelg North (6) and Mile End (5) recorded the most complainants and this was the same in 2018
  - Glenelg North affected by Curfew operations both permitted and emergency services
  - Mile End affected by permitted Curfew operations
  - Adelaide, North Adelaide, Mawson Lakes and Torrensville each recorded three complainants. It was noted that 1 complaint was received from Port Adelaide.

A question was asked about flight paths. It was noted that flight paths haven't changed for many years. It was noted that the landing system has a 2 degree tolerance either side of the centre line and aircraft will not fly directly on the centre line which can cause aircraft to arrive over one side of Main East Road to the other which can cause the public to think that flight paths have changed.

ASA would outline its key stakeholders for consultation on flight design principles at a future meeting.

A Committee member noted that Brisbane and Melbourne Airports are doing a lot of work with approach with vertical guidance (APV), it was noted that this is not the case in Adelaide at the moment. A question was asked about who explores further options. It was noted that it's a collaborative process between ASA, Airports and Airlines. It was noted that this item and parallel runways will be discussed at the next TWG.

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/](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
- 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: Aside from the usual business of the Forum, the focus was on an update from the Department of Planning, Transport & Infrastructure in relation to the State's Planning & Design Code (The Code) – specifically in relation to airport operations and surrounding development controls. It was noted draft comments close next Friday (28 February 2020) and then another round of consultation will occur. A lot of work has been undertaken since the last meeting and positive steps have been made.

**7.2 City of West Torrens (CWT)** – The Report was tabled and taken as read and the following was noted: AAL provided the council a TEx tour and the Council were grateful for the behind the scenes look.

### Plympton Residential DPA

Council considered a report which recommended the Plympton Residential DPA be progressed to public and agency consultation. After considerable debate, the Members resolved that *the proponent be advised that Council does not support the proposed draft Plympton Residential Development Plan Amendment for the former Boral Batching Plant located at 65-73 Mooringe Ave, Plympton*. This means that the DPA goes no further, and the land will transition into the Planning and Design Code as a zone that allows for industrial type land uses, despite the remediation works which continued at the subject site to pre-emptively render it suitable for residential development.

### Glandore Character Protection DPA

Council has discontinued its Glandore Character Protection DPA.

The new definition of 'adjacent land' as activated through the PDI Act 2016, combined with policy content proposed through the draft Planning and Design Code (Code) should effectively resolve the building height issues that Council was planning to address through the DPA. The draft Code includes a Technical and Numeric Variations overlay to the Urban Corridor Zone in the subject area which specifies envisaged building heights, and reduces the potential for unreasonable impact on the neighbouring Residential Zone.

A Committee member thanked AAL and the Council for installation of lights along the bikeway which is good for safety and has received positive feedback.

**7.3 City of Holdfast Bay** – The Council has had a busy end of year and a busy start with New Year's Eve, Proclamation Day, and Australia Day celebrations, Tour Down Under stage start, Christmas pageant and 3 large beach concerts as well as the Brighton Sculptures. The Brighton Oval redevelopment is progressing well and the first stage will be completed early March. The \$1million Wigley Reserve upgrade is to commence soon and is to be completed by September 2020. The \$3.4million upgrade of Chapel Street and Hindmarsh Lane off Jetty Road Glenelg will commence around April. The Council is working closely with the State Government on the rejuvenation of Glenelg Jetty as well as advocating for a fast ferry service from Glenelg to Kangaroo Island. The Council is also reviewing options for the old Buffalo site. The Council will also be considering its submission to the new planning reforms. The Council will be considering the Seacliff Park VPA, the site also known as Cermet Hill which will become a new residential estate.

**7.4 City of Adelaide** – Nothing to report to Committee.

**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 NEW/ OTHER BUSINESS**

A reminder that the Adelaide 500 Superloop will be on over the weekend and noise can be expected.

### **8.0 FORMAL PRESENTATIONS**

#### **8.1 PFAS Update – Aircservices**

- Groundwater parameters collected indicated that the water was generally brackish to saline, low oxygenated, neutral, and reducing to oxidising water conditions;
- Concentrations of PFAS were detected greater than nominated ecological criteria at all locations analysed;
- Concentrations of PFAS were detected greater than nominated human health guidelines at one location;
- Due to a lack of historical information (two monitoring rounds only) trends cannot be discussed at this stage;
- However, results from the September and December 2019 monitoring rounds were in the same order of magnitude;
- Over time, as additional monitoring rounds can be added to the data set, trends (increasing or decreasing) may become evident; and
- Advice from external regulators and experts has been updated, but remains essentially unchanged.

#### **8.2 Update on Master Plan Assessment Process**

Please refer item 5.5.

**8.3 Terminal Expansion Update (TEx)**

Please refer item 5.5.

**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**
- 10.6 Key Stakeholders - Draft Flight Path Design Principles – ASA**

**10.0 DATE OF NEXT MEETING**

The date of the next formal meeting is scheduled for Friday 22 May 2020 at 9am - location Royal Flying Doctor Service Central Operations, Frank England Room, 1 Tower Road, Adelaide Airport SA 5950.

**Meeting Closed at 10:06am**

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**Chair / /**