

Adelaide Airport Consultative Committee (AACC) MINUTES



Date: 18 August 2017

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
Brenton Cox	Adelaide Airport Limited (AAL)
Alicia Burgemeister	Adelaide Airport Limited (AAL)
Stephanie Bolt	Adelaide Airport Limited (AAL)
Vince Scanlon	Adelaide Airport Limited (AAL)
Jamie Sangster	Adelaide Airport Limited (AAL)
Patty Therrios	Adelaide Airport Limited (AAL)
Jenny Harris	Adelaide Airport Limited (AAL)
Trian Gonis	Hindmarsh Electorate
John Trainer	City of West Torrens
Terry Buss	City of West Torrens
Evan Knapp	South Australia Freight Council (SAFC)
Jenny Welsh	Airservices Australia (ASA)
Tiffany Klease	Airservices Australia (ASA)
Gerard Mears	Airservices Australia (ASA)
Robert Owen	Netley Residents Association
Adam Sutherland	Department of Infrastructure and Regional Development (DIRD)
Russell McArthur	Department of Infrastructure and Regional Development (DIRD)
Brett Williams	Department of Planning, Transport and Infrastructure (DPTI)
Rian Hill	Department of Planning, Transport and Infrastructure (DPTI)
Sean McNamara	City of Adelaide
Brenton Burman	AECOM
Barry Salter	Holdfast Bay Resident Alliance

Apologies	Company
Mark Young	Adelaide Airport Limited (AAL)
Clare Mockler	City of Adelaide
Marylou Bishop	Town of Walkerville
Lindsay Jervis	West Beach Resident Alliance
Phillip Martin	Adelaide City Council
Steve Georganas	MP for Hindmarsh
Dr Duncan McFetridge	Member for Morphett
Paul Sleep	Airservices
Kate Williams	Adelaide Shores
Chris Wallace	Airservices Australia (ASA)

2.0 MINUTES OF PREVIOUS MEETING – 19 May 2017

Proposed – Robert Owen and Seconded Alicia Burgemeister that the notes of the 19 May 2017 meeting be adopted – Carried.

3.0 CORRESPONDENCE

3.1 Correspondence In:

- Apologies
- Reports
- Email from Henley Beach resident regarding helicopter noise
- Emails from the City of Adelaide concerning representation on the AACC

3.2 Correspondence Out:

- Previous Minutes, Agenda and Reports
- Thank you letter to Brett Fundak for his AACC participation since 2004
- Emails to the City of Adelaide concerning representation on the AACC

The emails from the Henley Beach resident regarding helicopter noise were discussed and members were asked to refer to the Terms of Reference section on confidentiality.

This resident has now escalated their concerns to the AACC and had emailed multiple other parties. Inspector Ian Browne from SA Police and Mr Adam Richter from Babcock (operator of helicopters) attended the meeting and answered a number of the resident's concerns.

The concerns included helicopters operating at very low altitudes (the resident believes this was deliberate), night time training and the loitering over houses.

The SA Police helicopter operations conduct offender searches, stolen car chases, detecting serious road crime including high speed pursuits and general protection work. They normally operate at above 1000 feet over the city but mainly above 2500 feet. A very small percentage of the time they would operate below this for operational reasons. These areas normally are along the Torrens River.

The use of the helicopters by the police relate to public safety and operate on a 24/7 response state-wide.

No night time training is conducted during curfew hours. The only time the helicopters operate during curfew hours is to respond to emergencies or serious crime.

ASA do not publish flight path records or allow them to appear on WebTrak for security/safety reasons. Helicopters do not loiter/hover over houses and may need to fly in an orbit around a site for safety reasons.

Medivac helicopters fly in and out of the city to go and retrieve patients. They follow all air traffic control instructions and are well aware of the noise they make and do have procedures in place to try and minimise the noise as best they can.

A Committee Member noted that we need to remember the hard work the emergency services and the police do for the community and they deserve our full support.

4.0 SUMMARY OF ACTION ITEMS

4.1 Helipad – Update on EOI

Please refer 6.2.

4.2 Acronyms

Please refer 8.1.

4.3 Clarification of Airservices Australia wording in Noise Complaint letter

As the Committee Member who raised this item was an apology and it was asked for this item to be carried over until the November meeting. ASA was prepared to answer this action item but will hold off until November as requested.

4.4 Finalisation of Terms of Reference

The Terms of Reference were approved.

4.5 TEN MDP Update

This project has been renamed (TE_x) as the international expansion project which is going through the concept design phase and a MDP is required.

5.0 AIRPORT UPDATE

5.1 Adelaide Airport Limited (AAL) Report – Report was tabled with the following items noted: Following the terrorism related arrests in Sydney, there has been a nationwide increase in the level of security including at Adelaide Airport. The threat level was now noted as back to normal.

It was noted that Ride Sharing commenced on the airport last week following consultation with industry and stakeholders over many months. The approval to operate followed the legalisation of Ride Sharing in SA a few months earlier. Following Uber's commencement of operations, a number of taxi drivers blockaded the Airport. Inconvenienced passengers had to be accommodated to their end destination by other means of transport. DPTI were very helpful providing additional public bus services. The support provided by AFP to contain the situation was exceptional. DPTI also put on additional enforcement officers to help defuse the situation and by clearly demonstrating that only accredited Ride Share drivers were being allowed to operate.

AAL had an 11% international passenger growth which was the highest in Australia.

Jetstar have announced they will fly to Hobart. This route hasn't operated since 2010. This route will operate from November 2017.

5.2 Property and Development and Land Use Report – Report was tabled with the following items: ALDI store opened on 9 August. Trading commenced well and has continued to do so.

Adelaide Airport approved the Merit Use Applications for the Manual Engineering complex on James Melrose Road.

5.3 Environment Report – Report was tabled with the following items: The airport received 2 noise complaints regarding gun noise relating to wildlife hazard management. The airport is working closely with the City of West Torrens to help communicate the need and nature of wildlife hazard management to the community.

5.4 Planning Co-ordination Forum Report (PCF) – Report was tabled with the following items: The Forum discussed the ongoing SA planning reforms and it was agreed that the Forum Chair would write to DPTI, seeking the opportunity for the PCF to provide input into the aviation/airport planning aspects of the State Planning Policy and Planning & Design Code.

5.5 Adelaide Airport Technical Working Group (AATWG) – A large part of this meeting was focused around helicopters. There was a discussion on the compliance of Emirates and Cathay Pacific arrivals which will be held over to the next meeting. ASA noise complaints were also discussed.

6.0 COMMUNITY AND AIRPORT AGENCY UPDATE REPORTS

6.1 Federal Department of Infrastructure and Regional Development – Report was tabled with the following items noted: The National Airports Safety Group (NASG) met on 2 August. The main topics included Public Safety Zones, Helicopter Landing Sites and review of guideline B (WindShear). The Helicopter Landing Sites and Windshear guidelines are close to the public consultation phase and DIRD will provide more information in due course and encourage any feedback. The Public Safety Zones draft proposals are well advanced and the first step is to consult with key aviation stakeholders. The next NASG meeting will be held in November and the above guidelines are the last guidelines sitting under the NASG for development.

Consideration of the amendments to the Airports Act will likely take place in March 2018 after the Australian Transport Safety Bureau investigations into the Essendon Airport incident.

The Department in Canberra are reviewing the regulations under the Airports Act. These regulations have a 10-year lifespan and if they are not re-enacted they will disappear. The Department will review the regulations over the next 12 months as they sunset in April 2019. The regulations include the Airport Building Control, Environment, and Airport Regulations and control 'on Airport' regulations. The Department has engaged a consultant to make sure all the public consultation phases line up.

The international civil aviation organisation (ICAO) made changes a few years back around tiltrotor aircraft on how to accredit and certify aircraft but that has now changed. The more significant change is the change to Chapter 14 (noise standards from 1977-2006 Chapter 3) after 2006 it was Chapter 4 and now next year it will be Chapter 14. This only applies to new types of aircraft which include international wide body aircraft. The only new wide body aircraft that hasn't come into production is the 777X. This is going through certification now with the FAA. All the existing wide body aircraft that fly internationally will meet the new standard. The A320 Neo for the Jetstar fleet and the 737 Max for Virgin, Tiger and Qantas will go through the certification process and at the moment they are within a decibel of meeting the new noise standard but there are some minor technical changes needed. These come into effect from 1 January 2018.

Tiltrotor aircraft aren't used in the country but Uber are looking into the aircraft for possible production in 2023. These aircraft are more popular in the UK.

The curfew movements report shows strong winds in April and May which have resulted in some freight aircraft landing over the city. Cathay needed to land on Runway 23 on 3 occasions.

On 31 July Qatar applied for a dispensation due to an engineering fault. The aircraft left 4 minutes after the approved dispensation time. The Department are currently undergoing an investigation in conjunction with ASA.

6.2 State Department of Planning, Transport and Infrastructure Report – The Report was tabled and the following was noted: The proposal process for an Adelaide City Helipad is being run by the Adelaide City Council. DPTI sat in on the tender process. The tender applicants were informed the initial approval would only be for 5 years and the provisions and infrastructure will need to be removed from the approved site. The preferred tenderer has been selected but has not been advised yet.

Sharp Airlines discontinued flying from Adelaide to Port Augusta. Rex will commence flying on Monday 11 September 2017 and will provide 3 services a week. The turnaround time is only 3 hours and 40 minutes but DPTI will meet with the airline every quarter to discuss times and passenger numbers etc. this will be a 2-and-a-half-year operation and a regulated route and a great thing for the people of Port Augusta.

6.3 Airservices Australia (ASA) Report – Report was tabled with the following items noted: A demonstration of the online noise report was provided. The online noise report includes movements, flight paths, runways, noise monitoring, circuit training, complaints and investigations and community consultation.

In Quarter 2, noise complaints from 25 complainants were received which was down from 49 the same quarter last year. The main issues related to flight path issues, curfew and helicopters. All of the complainants that raised the issue of helicopters were concerned with emergency services helicopter operations. One complainant was concerned with general aviation traffic which was attributed to an aircraft conducting a survey. 70% of complaints related to Runway 05 departures, 20% Runway 23 departures and 10% Runway 23 arrivals.

2016 was the first calendar year that the NCIS had collected complainant information against specific issues. When completing the Q4 (2016) reports and comparing complainants, issues, suburbs and airport movement figures it became apparent there were several areas that could be investigated further.

By ASA reporting on issues it can identify areas of common concern in particular suburbs or areas around a single airport, or across airports, and use this information to determine whether all noise mitigation opportunities have been explored and challenged.

A Committee Member asked if the noise reporting could include low-frequency noise to gain a better understanding of low-frequency noise including the chop from helicopter blades. ASA will take this question on notice.

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](http://www.airservicesaustralia.com/aircraftnoise/webtrak/) - www.airservicesaustralia.com/aircraftnoise/webtrak/
- using Airservices' [online form](http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/) – 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) – Report was tabled with the following items noted: The conditions precedent for the Manual Engineering site have all been met and are looking to settle on the contract in the next 2 weeks. A possible future meeting could be held at the new site.

A fungal disease has had an effect on a number of trees along Sir Donald Bradman Drive and 7 trees have been removed. The Council are monitoring the trees.

6.6 City of Holdfast Bay – no report submitted.

6.7 City of Adelaide – The report was tabled and taken as read.

6.8 Adelaide Shores Report – The report was tabled and taken as read.

6.9 Town of Walkerville Report – no report submitted.

7.0 NEW BUSINESS

8.0 FORMAL PRESENTATIONS

8.1 Curfew Dispensation Guidelines – information presentation by DIRD

On the 25 May the Department wrote to the Chair about the proposed amendments (tightening) to the Adelaide Airport curfew dispensation guidelines.

The Adelaide Airport Curfew applies to operations between 11pm-6am local time. Only certain movements are permitted during the curfew:

- International passenger aircraft during the curfew shoulder period 11pm-midnight and 5-6am;
- Low-noise heavy freight aircraft;
- Low-noise jets less than 34,000kgs;
- Propeller driven aircraft less than 34,000kgs; and
- Aircraft involved in emergencies or with curfew dispensations.

The proposal looks at the feasibility of aligning the existing Adelaide Guidelines with Sydney and Gold Coast Airport. This was a recommendation of the Regulatory Review into Curfew Administration Arrangements in Australia. A summary report of the Review was provided to this Committee in February 2017. The Department is of the view that consistency in the application of the Guidelines, where appropriate, provides improved decision making and certainty to airlines.

The proposed amendments in tightening the guidelines are in addition to the three primary criteria below:

- The circumstance must be immediate in origin;
- The circumstance must be unforeseen; and
- The circumstance must not reasonably be met by alternative arrangements.

The main change between the old and new guidelines is that the 3 primary criteria would all need to be met before the secondary criteria would be considered.

The existing (now secondary) criteria will remain:

- By what margin the predicted time of the movement falls into the curfew period;
- Whether the cause of the delay is within the control of the operator;
- Whether the aircraft is able to land on Runway 05 or take-off on Runway 23;
- The noise level of the aircraft;
- Number of passengers involved; and
- The severity of the likely hardship.

What effect will these tightened amendments have?

- Certainty for airlines in criteria for curfew dispensations;
- A strengthened consideration of the factors required to be satisfied in granting dispensations;
- Previous sector considerations will remain; and
- Designation as an alternate airport remains.

Adelaide Airport is unique and the guidelines will make it slightly harder for flights to get in and out, but Adelaide is an end of schedule destination as other major airports have more flexibility with aircraft etc. A large number of primary considerations are taken into account before the secondary factors. A dispensation can be refused at either stage. This is an administrative tool for internal Department use to assist in the decision-making process.

When will these changes take effect:

- Submissions on amending the Guidelines will be accepted until 25 August 2017; and
- Changes to the Guidelines are currently planned to be put into effect by 25 September 2017 subject to any extension of time.

If a major incident occurs at an airport then that will still be taken into account. Other options will be investigated too which include moving passengers onto other flights or airlines and do take a network wide approach.

A fact sheet is being developed and is in its final stage and will provided to the group once completed.

8.2 TEN (TEEx) MDP update

No update.

8.3 Airservices presentation on RNPs and current Review Process

ASA took over the publication of a number of the RNP approaches on the 25 May. No flight path changes will occur.

9.0 OTHER BUSINESS

A Committee Member thanked AAL for the proactive work in relation to IKEA in reducing the noise and the old LG warehouse site and also thanked the West Torrens Council for the work done in the area including plants etc.

10.0 SUMMARY OF ACTION ITEMS

10.1 Helipad – Update on EOI

10.2 Clarification of ASA wording in Noise Complaint letter

10.3 ASA response to monitoring low frequency noise

11.0 DATE OF NEXT MEETING

The date of the next formal meeting is scheduled for Friday 17 November 2017 at 9am location Royal Flying Doctor Service Central Operations, Frank England Room, 1 Tower Road, Adelaide Airport SA 5950.

Meeting Closed at 10:29am

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Chairman / /