

Adelaide Airport Consultative Committee MINUTES



Date: 21 November 2014

Starting time: 9:00am

Location: AAL Management Centre, Coorong Room
1 James Schofield Drive, Adelaide Airport

1.0 WELCOME

The Chairman opened the meeting at 900 hrs and welcomed those present. The Chair thanked Brenton Burman for stepping in as Chair at the last meeting.

There was a slight change to the Agenda as some members were attending a funeral later that morning. The Airservices Terminal Control Units presentation was brought forward.

Present	Company
Russell Synnot – Chair	Synnot & Wilkinson
Brenton Cox	AAL
Ken May	AAL
Chris Griffiths	AAL
Kate Aston	AAL
Brenton Burman	AECOM
Russell McArthur	DIRD
Jason Hunter	Airservices Australia
Dominic Fitzsimons	Adelaide Shores
Terry Buss	City of West Torrens
John Trainer	City of West Torrens
Neil Hall	Airservices Australia
Matt Williams MP	Member for Hindmarsh (Commonwealth)
Juergen Ruppert	DPTI
Leon Williams	West Beach Rd Residents Association
Robert Owen	Netley Residents Association
Neil Murphy	SAFC
Barry Waye	Fairness Group
Karin Brady	Cathay Pacific
Roz Meertens	Cathay Pacific
Alvi Hosain	DIRD
Stephen Doyle	Airservices Australia
David Goodwood	Airservices Australia
Annalisa Dietrich	DIRD

Apologies	Company
Mark Young	AAL
Vince Scanlon	AAL
Stephanie Bolt	AAL
Dr Duncan McFetridge MP	Member for Morphett (SA)
Brett Fundak	DPTI
Andrew Solomon	Environmental Protection Agency
Peter Dolan	Environmental Protection Agency
Margaret Smythe	DIRD

Apologies	Company
Nelson Chin	Cathay Pacific
Greg Brennan	Virgin Australia
Georgina Farr	AEO
Erica Pasfield	DPTI
Kate Williams	Adelaide Shores
Ron Brent	ANO
Tom Stead	Office of Mark Butler
Barry Salter	Holdfast Bay Residents Alliance
Justin Wastnage	Tourism & Transport Forum
Adam Sacca	TTF

2.0 MINUTES OF PREVIOUS MEETING – 22 August 2014

Moved Terry Buss – and Seconded Robert Owen – that the notes of the 22 August 2014 meeting be adopted – Carried.

3.0 CORRESPONDENCE

3.1 Correspondence In:

Apologies
 Reports
 Letter from City of West Torrens – Joint working party
 NASF factsheet
 Email from DTPI – amendments to report
 Email from ANO –nothing to report to committee

3.2 Correspondence Out:

Previous Minutes and Agenda

4.0 SUMMARY OF ACTION ITEMS

None outstanding

5.0 AIRPORT UPDATE

5.1 Adelaide Airport Limited Report – Report was tabled with the following items noted: AAL had launched its new Brand and Vision since the last meeting. AAL's Corporate vision video was played to the Committee which outlined the airport's long term development plans. The new brand was also described as having being designed to be connected and seamless as well as projecting growth. Committee Members complimented AAL, noting it was exciting for the future. International traffic numbers were also noted as remaining strong but that growth rates would soon moderate.

5.2 Property and Development and Land Use Report – Report was tabled with the following items noted: The Airport Hotel has an approved Major Development Plan, but this approval expires in October 2015. Accordingly, a refresh of this MDP is expected to occur in early 2015 involving a public consultation process.

Development of a new office building of some 4,500m² is being planned close to the Car Park, and to be linked to the Hotel / Plaza / Terminal by a link bridge over existing roadways.

The Building Structure and all associated car parks and landscaping for the Masters Hardware Store adjoining IKEA has been completed, with Masters now carrying out Store fitout and progressively installing stock. The public store opening is currently forecast for late December 2014 (post-Christmas). Masters have appointed MFY Traffic Consultants to conduct a Traffic Management Plan for the opening, with liaison to occur with DPTI and the City of West Torrens.

Preliminary work has commenced for RFDS with an official ground-breaking ceremony planned in December lead by RFDS.

Over forty submissions were received during public consultation on the Airport Master Plan. As a result of those submissions, a number of changes have been made to the Draft Master Plan provided to the Minister. This included the incorporation in the Master Plan of a new 'Procedural Matters' table for the Burbridge Business Park Policy Area (more closely aligned to the 2009 Master Plan) separate to that of the Terminals and Business Precinct and complying and non-complying business.

Some items were referred to the AACC Chair for AACC consideration, in particular a request from City of West Torrens Council that "*the Mayor or CEO at the next AA Consultative Committee meeting, request the formation of a joint working party comprising of State, local, federal government representatives, together with AAL, to work through envisaged future traffic impacts on the adjoining road networks, as identified and highlighted in the current Airport Master Plan 2014.*" It was noted that AAL are a very willing participant in forming this group. This forum will be established offline.

5.3 Environment Report – Report was tabled with the following items noted: A committee member raised concerns about the acoustic mound on the southern side of the airport on Watson Avenue. The concerns were the number of foxes moving into surrounding suburbs due to a fox den on the mound. A contractor was noted as attending on Monday, 24 November, to look at the dens and fumigation would not be long after. The den will be filled in after fumigation has occurred.

5.4 Planning Co-ordination Forum Report – Report was tabled with the following items noted: It was agreed that a planning workshop be held in conjunction with the next Airport Planning Coordination Forum meeting on land use and integration synergies.

Relating to SA Government Implementation of NASF & addressing 'Minor development', DPTI (Planning) advised that the Minister for Planning has agreed to the SA Government Implementation Package for NASF. The package is proposed to include:

- Updates to the SA Planning Policy Library – 'Buildings Near Airfields' module;
- New Guide – Planning around Airports; and
- Amendments to Schedule 8 – Referrals (addressing referral of 'minor development' immediately adjacent airports through replacement of 'Area A' with a map indicating development heights.

DIRD gave an update to the Planning Forum. This included: no change to current legislation but in terms of the referral process for minor developments adjacent to Airports, these could be addressed by a change in 'Areas'. Currently there is 'Area A' next to the ends of runways where all developments are referred to Commonwealth for assessment. The intention is 'Area A' be modified to 'Area C' (developments of 15 metres in height). The Planning Forum will form a working session to review/test the Implementation Package prior to finalisation (likely as part of the February 2015 Planning Forum). The State Government have the right to change the areas.

The Forum is also seeking an update on the status of helicopter landing facilities associated with the new Royal Adelaide Hospital Development. DPTI Planning and Air Services Australia will provide an update to the next meeting of the Forum.

It was also noted a recent determination of the Tasmanian Planning Commission in relation to a proposed amendment to the Clarence City Council Planning Scheme for a major recreation, tourist accommodation and residential development adjacent Hobart International Airport. The Tasmanian Planning Commission refused the draft amendment on a number of grounds, one of which was: "*the strategic significance of the Hobart Airport and the need to protect it from use and development that may fetter its operations.*"

An update of the status of the North-South Transport Corridor Upgrade between 'Torrens and Torrens' was requested for the next meeting and an amendment to the State Department of Planning, Transport and Infrastructure Report: '*The North South Corridor Planning team have continued to investigate the impacts of constructing a non-stop North-South Corridor. Following the completion of the Regency Park to Anzac Highway study that initiated the Torrens to Torrens Project, the team have been investigating the impacts of such a corridor from Anzac Highway to the Southern Expressway including detailed work at Darlington. This study is expected to be completed by the end of the year.*'

6.0 COMMUNITY AND AIRPORT AGENCY UPDATE REPORTS

6.1 Federal Department of Infrastructure and Regional Development – The following items noted: On 4th September 2014, the Deputy Minister announced the beginning of public consultation on amending the list of low noise jets permitted in curfews of each of Sydney Airport and Adelaide Airport. The consultation process ended on 31st October 2014, 242 submissions were received with 34 from Adelaide and a further 10 referring to both Airports. A range of comments were raised from residents and majority were supportive of the changes in Adelaide, some were supportive of changes as long as it doesn't result in increased aircraft movements. Residents in general wanted the noise to be minimised and were happy to move from chapter 3 aircraft (noisier and older generation aircraft) to chapter 4 aircraft. The Department thanked City of West Torrens and AAL for their submissions.

It was asked if a list could be provided of who is using the flights in the curfew period. The Department will provide a list indicating which aircraft are used. It was suggested that the list be removed and just have a set of requirements that could be flexible through time. The Department noted that this had not been done as, in the Adelaide and Sydney Airports Acts, it states the Minister must provide a 'list'.

Aircraft Operations during Adelaide Curfew July - September 2014 Summary

Movement Category	Number Of Flights	Percentage Of Total
Approved Aircraft	764	76.8%
Low Noise Freighter	156	15.7%
Emergency	74	7.4%
Curfew Dispensation	0	0%
Pre-Curfew Taxi Departure	1	.1%
Curfew Movement – Investigating	0	0%
Total	995	

The Department noted that it was assessing the Draft Adelaide Master Plan and also noted that the last industry Productivity Commission review had recommended a review into Planning Coordination Forums and Community Aviation Consultation groups to take place in 2015.

6.2 State Department of Planning, Transport and Infrastructure Report – Report was tabled with the following items noted: Please note the following amendment to the DPTI (Planning) Report dated 12 November for the AACC: The Salisbury Bulky Good (Kings Road) DPA hasn't been approved by the Minister for Planning as yet. The DPA has been submitted for approval, and is under consideration by the Minister for Planning.

The NASF study for Public Safety Zones has been finalised and sent out to comment to the NASF members. A number of general aviation airports with high levels of training have been excluded from the study due to their airspace complexity. This will be discussed at the next NASG meeting in 2015.

DPTI is participating on the national technical committee for the review of AS2021-2000. Public comment for the revised Standard closed in October 2014. In a meeting last week the draft Standard was accepted as the new standard and will be released within the next quarter. A handbook will be produced to explain aircraft noise in layman's terms.

6.3 Airservices Australia Report – Report was tabled with the following items noted:

The Quarter 3 2014 Adelaide Noise Information Report has now been published at <http://www.airservicesaustralia.com/publications/noise-reports/noise-reports/>

Average movements per month are between 8,000 and 9,000 which is following the 3 year trend. The total aircraft noise complaints were 32 in quarter 3 with the main concerns relating to noise and vibration. One complaint was received for the early morning Cathay Pacific flight which related to an arrival over the city rather than the water due to the combination of wind direction and a damp runway. Airservices are trying to investigate and collect data on which flights create the vibrations. The West Torrens Council noted AAL visited a resident at Glenelg who experiences aircraft vibrations.

The Cathay Pacific operations in the period had 20 arrivals with 18 arrivals using the preferred runway (05). Two did not use the preferred runway due to downwind being too high.

Airservices noted there have been enhancements with Webtrack including:

- Improved graphic displays;

- Clearer layers of information;
- Detailed data and information about noise;
- 3 years of historical information about aircraft noise and movements;
- Introduction of “swathes” (static representation of typical flight path corridors greater than 60db(A));
- Improved and more comprehensive flight data; and
- Introduction of new information captured on noise monitors.

6.4 Aircraft Noise Ombudsman Report – Email received noting no issues currently under consideration hence no report to the Committee.

6.5 City of West Torrens – Report was tabled with the following items noted: That Council supports the handing over of Richmond Road, west of Marion Road, to the State Government to serve as an alternative transport link to Adelaide Airport.

That the relevant State Government official be invited to address Council on the proposed light rail link from the Adelaide CBD to Adelaide Airport as recently promoted by Adelaide Airport with the release of their Master Plan and Airport Business District vision.

6.6 City of Holdfast Bay – no report submitted.

6.7 City of Adelaide – no report submitted (a representative attended the planning coordination forum).

6.8 Adelaide Shores Report – Report was tabled with the following items noted: Adelaide Shores won the Qantas Sustainability Tourism Award. Leon Williams has organised meetings through AAL to meet with Adelaide Shores regarding West Beach Road. Adelaide Shores working with AAL on West Beach Road to seek further advice on the preferred option from Traffic Engineers.

7.0 NEW BUSINESS

It was discussed at a community meeting at Netley about high vegetation close to the playground near Watson Avenue, Bare Avenue which is attracting snakes and looks untidy. It was understood that SA Water had this area under easement but AAL will aim to discuss with SA Water and report back at the next meeting.

Airservices and AAA have jointly prepared a summary of noise terminology which standardised aircraft tracks, aircraft parking, aircraft swathes etc. The Chair to distribute the latest version to the Committee.

8.0 FORMAL PRESENTATIONS

8.1 AAL Preliminary Draft Master Plan Update

Please refer item 5.2

8.2 Airservices – Terminal Control Units

David Goodwood – Manager East Coast Services Traffic Control presented on Terminal Control Unit (TCU) Integration works. Airservices are planning to integrate the services provided from Adelaide Terminal Control Unit to Melbourne Air Traffic Control

Centre. In the last 20 years Airservices has twice commissioned work to integrate TCU's, these attempts were unsuccessful due in part to external stakeholder intervention and controller resistance.

The TCU review was initiated in January 2014 to inform an organisational decision considering the impact upon;

- infrastructure and facilities;
- staff;
- stakeholders; and
- scheduling.

Footprint in 1991:

- 5 Centres
- 3 Terminal Control Units;
- 5 Flight Services Centres; and
- 31 Control Towers.

Footprint in 2014:

- 2 Centres;
- 4 Terminal Control Units (Perth, Adelaide, Sydney and Cairns); and
- 28 Control Towers (pending Port Hedland).

This proposal doesn't affect the staff in the new Air Traffic Control Tower in Adelaide.

There is no proposed net change to the number of ATCs nationally.

The benefits include:

- Improved resilience, increased assurance of service provision – consolidated operations and an increased pool of available staff, reduced likelihood of facility loss;
- Improved capability, improved career opportunities and flexible utilisation of staff conducive to attraction and engagement; and
- Improved efficiency, expected reduction in the cost of service delivery through improved efficiency, reduced infrastructure costs, standardisation opportunities.

Overview, there is no operational safety risk – this is a proven concept. This is a generational opportunity to position Airservices to realise an integrated operational capability. TMA operations provides benefits to the people, customers and helps contain capex costs. There are minimal technical or logistical impediments to the integration. Stakeholder and staff engagement are critical elements for success. If the proposal is successful this would occur in 2017.

Opportunities would be offered to staff based at the airport. All staff have been engaged and asked what they would want to do if this proposal goes ahead. Of the 19 traffic controllers, 2 have asked to move to Melbourne, the remaining 17 have asked to stay in Adelaide and will either move to the Adelaide Tower or Parafield Tower. A few have offered to assist in with the short-term transition to Melbourne then take a redundancy package. The Airservices Board makes the final decision. Staff working at the RAAF base are not affected.

City of West Torrens thanks Airservices for holding off the flight on Remembrance Day for the minutes silence at 11am. They also thanked AAL for their involvement and for the donation to the Lockley's RSL.

9.0 OTHER BUSINESS

10.0 SUMMARY OF ACTION ITEMS

- 10.1 Airservices to report back on sustained helicopters hovering procedure.
- 10.2 The Federal Department of Infrastructure and Regional Development will provide a list indicating which aircraft are used in the curfew.
- 10.3 State Department of Planning, Transport and Infrastructure to provide an update on the status of the 'Torrens and Torrens' North-South Transport Corridor Upgrade.
- 10.4 Airservices to produce a summary report on the first season of operations of the Cathay Pacific early morning flights
- 10.5 Airservices to demonstrate the enhancements of Webtrack.
- 10.6 Leon Williams to report back concerning the West Beach Road development.
- 10.7 Outcome of discussions with SA Water regarding the tidy up of Beare Avenue.
- 10.8 Chair to distribute the latest version of summary of noise terminology paper to the committee.

11.0 DATE OF NEXT MEETING

The date of the next formal meeting is scheduled for Friday 20 February 2015 at 9am in the Coorong Room Adelaide Airport Management Centre, 1 James Schofield Drive, Adelaide Airport SA 5950.

Meeting Closed at 10:36am

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Chairman / /