

# Adelaide Airport Consultative Committee (AACC) MINUTES



**Date:** 18 November 2016

**Starting time:** 9:00am

**Location:** Lockley's Bowling Club, 46 Rutland Ave, Lockleys SA 5032

## 1.0 WELCOME

The Chairman opened the meeting at 0901 hrs and welcomed those present.

<b>Present</b>	<b>Company</b>
Russell Synnot – Chair	Synnot & Wilkinson
Brenton Cox	Adelaide Airport Limited (AAL)
Alicia Burgemeister	Adelaide Airport Limited (AAL)
Vince Scanlon	Adelaide Airport Limited (AAL)
Jenny Harris	Adelaide Airport Limited (AAL)
Brenton Burman	AECOM
John Trainer	City of West Torrens
Terry Buss	City of West Torrens
Marylou Bishop	Town of Walkerville
Evan Knapp	South Australia Freight Council (SAFC)
Paul Sleep	Airservices Australia (ASA)
Sean McNamara	City of Adelaide
Robert Owen	Netley Residents Association
Steve Georganas	MP for Hindmarsh
Adam Sutherland	Department of Infrastructure and Regional Development (DIRD)
Lindsay Jervis	West Beach Resident Alliance
Barry Salter	Holdfast Bay Resident Alliance
Phillip Martin	Adelaide City Council

<b>Apologies</b>	<b>Company</b>
Mark Young	Adelaide Airport Limited (AAL)
Stephanie Bolt	Adelaide Airport Limited (AAL)
Ken May	Adelaide Airport Limited (AAL)
Patty Therrios	Adelaide Airport Limited (AAL)
Brett Fundak	Department of Planning, Transport and Infrastructure (DPTI)
Russell McArthur	Department of Infrastructure and Regional Development (DIRD)
Chris Wallace	Airservices Australia
Clare Mockler	City of Adelaide
Kate Burmester	Aircraft Noise Ombudsman (ANO)
Erica Pasfield	Department of Planning, Transport and Infrastructure (DPTI)
Dr Duncan McFetridge	Member for Morphett

## 2.0 MINUTES OF PREVIOUS MEETING – 19 August 2016

Moved Robert Owen and Seconded Evan Knapp that the notes of the 19 August 2016 meeting be adopted – Carried.

### **3.0 CORRESPONDENCE**

#### **3.1 Correspondence In:**

- Apologies
- Reports
- Email from the Department - Review of Curfew Administration Arrangements in Australia
- Email from resident
- An email was received from the Aircraft Noise Ombudsman stating they have no issues with Adelaide Airport and therefore no need to attend this meeting
- Emails from ASA on various matters including an emailing noting the results of the PFC's testing isn't finalised but will provide a report at a following meeting

#### **3.2 Correspondence Out:**

- Previous Minutes
- Agenda
- Reports

### **4.0 SUMMARY OF ACTION ITEMS**

#### **4.1 Report on Heathrow Glide Path trial**

Heathrow Airport have trialled an increase from 3 degree to 3.2-degree glide path with an altitude increase of 170 feet at 8 nautical miles which is 13-15km out from the airport. There was no noticeable noise difference. Frankfurt Airport had a similar trial and determined the maximum possible reduction in noise would be between 0.5 and 1.5 decibels which is not noticeable to the human ear. The information provided to ASA indicates it would not achieve anything that would be noticeable. All landings need to be stable, brakes and flaps will always be used when landing. Safety must always be the priority.

#### **4.2 Airservices vibration monitoring**

Airservices has the responsibility to minimise the environmental impact of aircraft operations under the *Air Services Act 1995*.

The environmental impacts of aircraft operations are:

- 1) Aircraft noise;
- 2) Climate change; and
- 3) Air quality.

To add clarity as to what is expected of Airservices when monitoring aircraft noise, the Commonwealth issued several ministerial directions to Airservices. Those associated with aircraft noise were: setting up a Noise Flight Path Monitoring System (NFPMS) at major airports and to support the government on international standards committees (ICAO- International Civil Aviation Organization) and their workshops (CAEP- Committee on Aviation Environmental Protection). These functions involve the following standards; AS2021, ICAO Annex 16 Vol 1 and ISO 20906. These standards involve noise measurements using an A-Weighting. A-weighting covers sound within the range of 20Hz to 20kHz with a bias in the 1000-2000Hz region.

Environmental noise (including that from aircraft) can impact the local community in the following ways: increased annoyance, increased sleep disturbance, can potentially compromise cognitive development and increase health issues related to anxiety/stress. In the literature, these effects correlate strongest with A-weight noise measurements.

Low frequency sound, often referred to as infrasound, refers to sound below 20Hz and is outside the normal environmental noise range (A-weighted). As a result, all of Airservices monitors are configured for A-weighted noise measurements and not for low frequency noise.

A Committee member noted that the mobile reception in Medindie is affected when the planes are communicating with the tower as they fly over. ASA have noted this.

#### **4.3 Helipad – Update on EOI (City of Adelaide)**

There is a confidential report going to the City of Adelaide Council's Economic and Community Development Committee on 22 November 2016 so no information can be provided at this stage. At a broad level the process followed includes a high level of expression of interest and a number of entities have responded with possible locations and how they operate. If approved, the council would work with relevant stakeholders including ASA/AAL/SA Police and State and Federal Government.

### **5.0 AIRPORT UPDATE**

**5.1 Adelaide Airport Limited Report** – Report was tabled with the following items noted: SA tourism has been achieving a number of successes and AAL is the fastest growing international airport in Australia. China Southern will start flying on 13 December 2016. AAL are hosting the World Route 2019 in Adelaide which will bring in 1000+ people into Adelaide. The Airport Hotel will soon commence construction. The hotel will be 7 stories high and the 2<sup>nd</sup> tallest building on-airport after the control tower. It will be one of only a few airport hotels in the world to connect directly to the main terminal. In other projects, the elevated road and the old international terminal building will soon be removed in preparation for terminal expansion works.

**5.2 Property and Development and Land Use Report** – The following item noted: The Property report was captured in the AECOM report.

**5.3 Environment Report** – Report was tabled with the following items noted: The main issue is bird strikes and the abundance at the moment which is partially due to the rain and greenery and it's the high-risk species that is of concern. At the moment in Adelaide there is a plague of Ibis and Gallahs which is creating issues. A number of different options have been used including lasers, shotguns, scare tactics etc. but a few neighbours have complained about the noise. There are still a number of birds coming from the transfer station. AAL are wanting to reinstate a public forum which used to occur to help manage these issues with the relevant stakeholders. Advice has been provided from a bird expert from Adelaide University. AAL is also taking steps towards evolving the airport to make it bird un-friendly.

**5.4 Planning Co-ordination Forum Report (PCF)** – Report was tabled with the following items noted: Minor correction in the PCF report under Airport Development Airport Hotel – agreement signed with The Events Group (Atura Hotel) for a 5 7 level 165 room hotel – work commencing in March 2017, completion by August 2018.

There is a keen interest within the local councils around NASG guidelines and to include this in development plans. The PCF requested the PCF Chair to invite a representative from DPTI (Planning) to attend an upcoming meeting of the Forum to allow for discussion on the new Planning Code and the need to consider the protection of on-going airport operations. The proposed changes to the Airports Act referring to Master Planning was also discussed at the forum.

The City of West Torrens have prepared an Aircraft Noise discussion paper which has been included in the media recently.

A potential land division at 39-41 Knight Street, West Richmond to divide an existing site into three allotments (within the 30+ ANEF) was discussed. It was noted that there is no statutory referral requirement for such a land division application in relation to consideration of impacts from airport operations or the suitability of the land for its intended purpose.

The proposed 27 storey tower on the Festival Plaza site was discussed. The proposed development, being considered by the Development Assessment Commission on 10 November 2016, has a total height of 144.1m AHD – exceeding the OLS by 32.1 metres. DIRD has approved the application – but further approval is required for any temporary construction cranes.

## **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: On the 4 November 2016 the Transport Infrastructure councillors including State and Commonwealth Ministers met and had a discussion about a new guideline G around Communication Navigations Surveillance Facilities (items that need to protect ASA technology in the field) that was agreed. Another guideline about Aircraft Noise was also agreed.

A NASG meeting was held yesterday and 3 main guidelines were discussed:

1. The Commonwealth has prepared a revised guideline around windshear to take into account turbulence effects and building generated windshear. The revised guideline is to help bring the current guideline up to date with modern technology. The original guideline that was drafted in 2011/2012 was done with the best available wind modelling technology at the time but it was discovered it didn't include turbulence effects. As technology has improved, the Department wants to incorporate the turbulence findings into one guideline. The revised guideline includes the whole runway instead of just the runway ends. The Department has undertaken work with wind engineers CPP and have had their product reviewed by another company called SLR and have been advised how the guideline should change. The revised guideline was provided to the NASG group yesterday with no concerns except that the documents are very technical. The challenge ahead is to make the guideline easily understood, useful to wind engineers and something planning agencies can apply.
2. A draft guideline about helicopters landing sites was discussed. NSW are going to take the lead and draft a guideline as they have a number of helicopter movements close to Sydney Harbour.

3. The Public Safety Zones draft guideline has been sitting with the NASG for a while now. This item hasn't been finalised but the Department will keep the group informed.

The Department conducted a review of the PCF and CACG meetings and have provided recommendations. The review showed that the meetings are working well. The Department will allow airports flexibility on how they want to consult, acknowledging the great work airports do and consult with the community. Airports will report on community consultation at the Annual Lease reviews and show what has been done over the last 12 months and what is intended over the next 12 months. The Department will continue to monitor groups.

The Department have been asked to prepare some legislation for the Government as they have done some work to modernise the policies under the *Airports Act 1996*. These changes are:

- All but the 5 big Australian airports (Perth/ Sydney/ Brisbane/ Melbourne/Western Sydney (when it's open)) will stay with 5-yearly Master Plans cycle, all other airports that the Department regulates (including Adelaide and Parafield Airports) will go to an 8-yearly Master Plan cycle. All airports will include a newly-endorsed ANEF (ASA endorses these on behalf of airports) to account for new aircraft. The Department are working with ASA around the matter of endorsement, at this stage it will still be the existing integrated noise model for developing the ANEF, if this changes, Airports will be notified. Adelaide Airport can always bring forward a Master Plan if necessary.
- MDPs currently have a \$20 million threshold which will be increased to \$35 million (this amount could be indexed every 3 years). The Minister can specify what costs are included in the calculations of a MDP and what should or shouldn't be added.
- Introducing a 15-business day response from the Minister.
- Airports can apply to the Minister for more than one extension if MDP work isn't completed in 5 years.
- Airports can advise the Minister if they don't want to proceed with an approved MDP.

The Department has undertaken a review around Curfew administration arrangements. The review took place between November 2015 and May 2016. The Department was looking at policy settings and to speak with stakeholders. The Department spoke with 28 stakeholders and 3 CACG groups. The findings were what the Department were expecting and showed things were going well. Under the current curfew, if an aircraft is given clearance and then delayed it would need to be reviewed again before departure. The Department are wanting to create consistency for dispensation at the 4 airports with curfews in Australia as each airport has its separate rules. For instance, Adelaide can use the 2<sup>nd</sup> runway, as opposed to Sydney. A curfew dispensation presentation will be delivered at a following meeting.

A Committee member asked if it is possible to have a separate freight airport. It was noted that the current flights are taking both passengers and freight and the combination of the two underpins international services in particular and acts to keep export costs down. A separate dedicated freight airport would duplicate significant costs and not be sustainable. It would increase freight industry costs, and would also impact the effectiveness and viability of the current airport airline services.

**6.2 State Department of Planning, Transport and Infrastructure Report** – Report was tabled with the following items noted: A committee member noted that the North-South corridor is not listed as a high priority by Infrastructure Australia. This is the lowest level of project and suggest its national value should be rated higher.

**6.3 Airservices Australia (ASA) Report** – Report was tabled with the following items noted: In quarter 3, 47 noise complainants had lodged complaints, which is consistent with other years with the main issues including helicopter movements, curfew and the use of Runway 30 (due to wind). No single suburb had more than 5 complainants.

A Committee member asked if the (potentially offensive) wording had been changed on the website about submitting a complaint. ASA to take back to NCIS and report back at the next meeting.

By the end of 2016, Airservices will replace Aircraft Noise Information Reports with online reporting. Online reporting will still include data for aircraft movements, runway use and noise monitoring, but there will be more emphasis on noise issues. For major airports, the amount of data and inquiries available will increase. Adelaide Airport is now available. Access is via the same webpage as the Aircraft Noise Information Reports. <http://www.airservicesaustralia.com/publications/noise-reports/noise-reports/>. ASA will demonstrate the online reporting at the next meeting.

A Committee member noted that if Webtrak included a comment about a flight e.g. 'medical emergency/ rescue', 'allowed under curfew' then no further enquiry or contact with ASA would be required by individuals that might otherwise be concerned. ASA in Canberra are creating a new set of fact sheets about the curfew at Adelaide and will discuss at the next meeting.

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/](http://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/](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

**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 City of West Torrens Aircraft Noise discussion paper was discussed. The current council plans had become dated which causes problems when people buy properties in Richmond and West Netley. The paper will be released and be combined with the council's development plan as at the moment when residents try to sell their property they find out they have to meet certain legislation. The paper is available at the below link:

[http://www.westtorrens.sa.gov.au/Council/Our\\_City/Living\\_working\\_in\\_West\\_Torrens/Adelaide\\_Airport](http://www.westtorrens.sa.gov.au/Council/Our_City/Living_working_in_West_Torrens/Adelaide_Airport)

The council thanked AAL and ASA for their assistance on Remembrance Day in helping reduce the number of planes landing around 11am.

**6.6 City of Holdfast Bay** – no report submitted.

**6.7 City of Adelaide** – Nothing further to report to Committee.

**6.8 Adelaide Shores Report** – Report taken as read.

**6.9 Town of Walkerville Report** – The following was noted: The traffic around Walkerville because of the O-Bahn and South Road upgrade is very busy. The roundabout on Grange Road and South Road is being removed.

## **7.0 NEW BUSINESS**

A Committee member raised concerns over the junction of Keswick and Brownhill creek. As there has been significant rain events, a build-up of trash has caused a blockage which smells and attracts bugs and mosquitos. The Committee member is meeting with NRM to discuss and hopefully clean out entire basin which has been done before.

It was discussed and agreed that an acronyms list will be added to the minutes to assist with abbreviated words.

## **8.0 FORMAL PRESENTATIONS**

### **8.1 Airservices presentation on RNPs and current Review Process Airservices**

This item will be held over till the February meeting.

### **8.2 CWT Aircraft Noise Discussion Paper**

Please refer item 6.5.

### **8.3 TEN update**

Terminal One was designed around swing gate 18 and was designed so it could be extended on either side. Over time, the profile and aircraft schedules have changed. As the number of international and domestic movements have grown, they now clash. A number of images of the project were shared to the Committee. The proposed plan includes possible new, separate area for taxi drop off and public drop off, which would help with congestion.

The design phase is at 50% which has been put on hold as AAL continues with long standing airline negotiations but is hoping by mid-2017 to resolve final options. Subject to airline negotiations AAL will start the MDP and public consultation.

A Committee member noted the danger in some members of the public stopping and dropping off passengers in the right lane at the drop-off point ignoring existing signage. The Committee member suggested more signage could be needed. The airport was noted as looking at a range of potential improvement options at the pickup/ drop off point as traffic is forecast to increase.

The traffic accident on Tapley's Hill Road on 16 November didn't have any impact on Adelaide Airport operations.

**9.0 OTHER BUSINESS**

A Committee member asked if the Airport Sustainability Manager had responded to a resident about collecting water off a roof under the flight path as another resident was advised not to collect water as it could be contaminated. The Airport Sustainability Manager had met with the resident. It was noted that residential pollution is made up of a number of things with lead diesel trucks a significant contributor. The Airport Sustainability Manager will report back further at the next meeting if required.

**10.0 SUMMARY OF ACTION ITEMS**

- 10.1 Helipad – Update on EOI**
- 10.2 ASA website wording changed – complaint recording**
- 10.3 ASA new curfew facts sheets**
- 10.4 Update on roof testing outcome – AAL**

**11.0 DATE OF NEXT MEETING**

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

**Meeting Closed at 10:53am**

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**Chairman / /**