

Parafield Airport Community Information



Welcome to the Parafield Airport Community Information brochure

Parafield Airport is South Australia's premier general aviation airport. It is home to several flight training schools, and is a business and retail hub for the northern suburbs.

- 2** Parafield Airport Limited manages approximately 4,000 aircraft movements every week with the majority being student training flights. Situated near Adelaide International Airport, and adjacent to a military airfield, Parafield Airport is internationally regarded for its suitability as a precinct for flight training qualifications, requiring a high standard of performance and output.

The full economic impacts associated with the operations of Parafield Airport in 2016 are estimated to be \$262 million towards the Gross State Product. It is estimated that entities that operate in association with Parafield Airport directly employ 1100 people on-site and 261 people off-site, for a total of 1361 people.

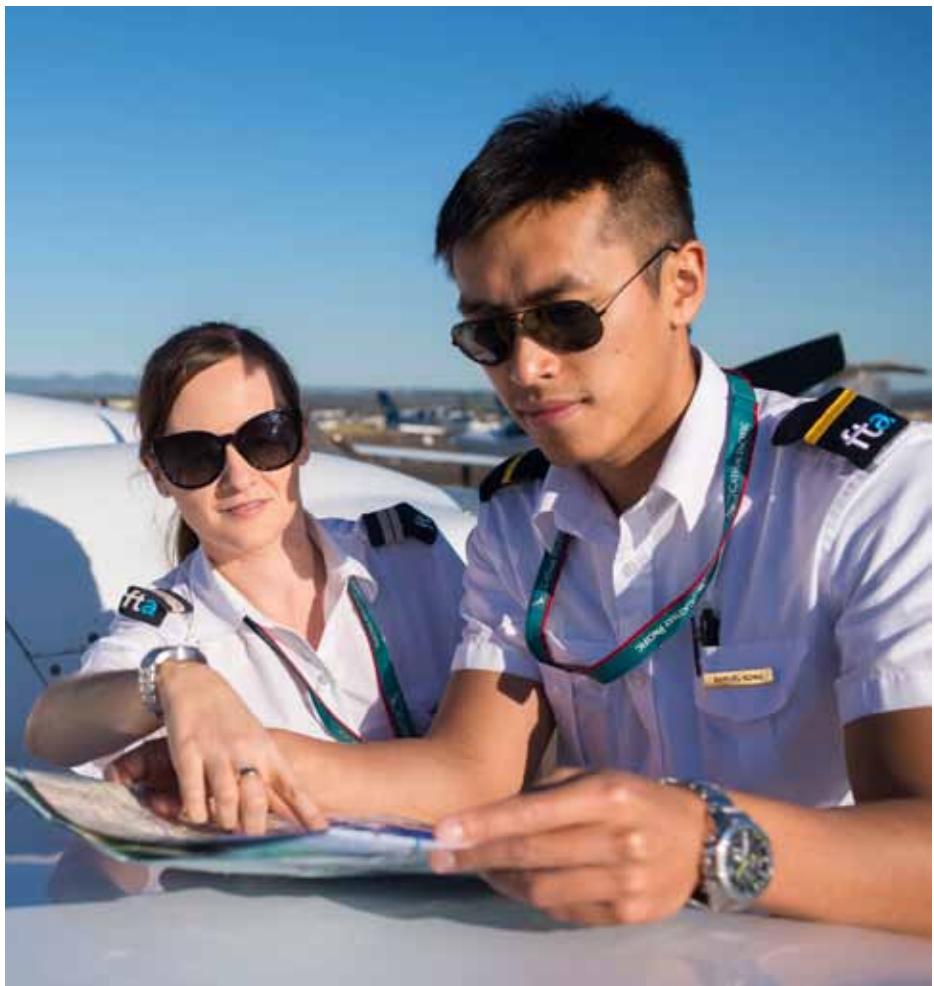
As a prominent economic contributor to the northern suburbs, Parafield Airport Limited also has a responsibility to local stakeholders, including nearby residents and businesses, to conduct its operations in a sympathetic and sustainable manner. In 2016, the airport contributed 162 million to the Gross State Product in Northern Adelaide.

The airport is conscious of the need to maintain its strong ongoing relationship with the community through regular consultation and discussion.

This booklet provides accurate and up-to-date information on how Parafield Airport operates, who has responsibility for various aviation operational and regulatory functions, and how you can provide your own views on the airport. It includes relevant facts and figures, frequently asked questions, and contact details to find out more.

*Mark Young
Managing Director
Parafield Airport Limited*





Our Commitment

Parafield Airport Limited will continue to consult regularly with the community through existing forums including:

- the Parafield Airport Consultative Committee;
- Adelaide/Parafield Airports Planning Coordination Forum;
- Airport Emergency & Security Committees;
- Wildlife Management Committee;
- the Parafield Airport website and the Adelaide Airport website;
- individual correspondence to queries;
- a public speaking circuit with local service clubs and industry meetings; and
- the quarterly newsletter—*Plane Talk*.

We have installed an Airport Billing and Surveillance System (ABaSS) which collects data from relevant airport tenants to ensure that (together with Airservices Australia data) an accurate assessment of known and forecast traffic numbers is available.

We will continue to support the community awareness program developed with Flight Training Adelaide which involves briefings on the science of flight and training requirements.

We will regularly review our website including comprehensive information on contacts and where to lodge issues of concern.

We will regularly review and update this community information brochure, listing the roles and responsibilities related to the functions of the airport.

We welcome letters, e-mails and personal contacts formally lodged at the address listed in our Contact Details within this brochure.

Supporting the Community

Parafield Airport Limited is proud to take a strong leadership role in the community.

As operator of one of the most significant business, training and employment precincts in the northern suburbs, our aim is to provide support where it will generate a lasting benefit.

Parafield Airport Limited is working to assist the northern region through our partnerships relating to the environment, our community, business and tourism.

We are helping sporting clubs, educational institutions, local council festivals, cultural programs and other local initiatives.

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Airport Environs

State and Local Government Planning regimes at present do not have any direct responsibility for alerting the community or controlling residential development in the vicinity of an airport.

However, at Mawson Lakes and The Pines, the City of Salisbury provides written advice for purchasers of property that the suburb is located adjacent to Parafield Airport and is subject to frequent over-flight and aircraft noise. 7

We would recommend that if you are considering buying or moving to the area, especially within the three-nautical mile control zone, that you undertake the following before making a decision:

- speak to people who are already living in the area.
- check if the area is likely to be substantially affected by aircraft noise into the future, using Figure 1 as a guide.
- spend time in the street you are planning to move to or buy in. Make sure you are there when aircraft are operating.
- contact airport management at either Adelaide or Parafield Airport for information on flight paths and aircraft traffic movements.

If you know of anyone proposing to buy or move into the area around Parafield Airport, we would welcome you referring them to this brochure.

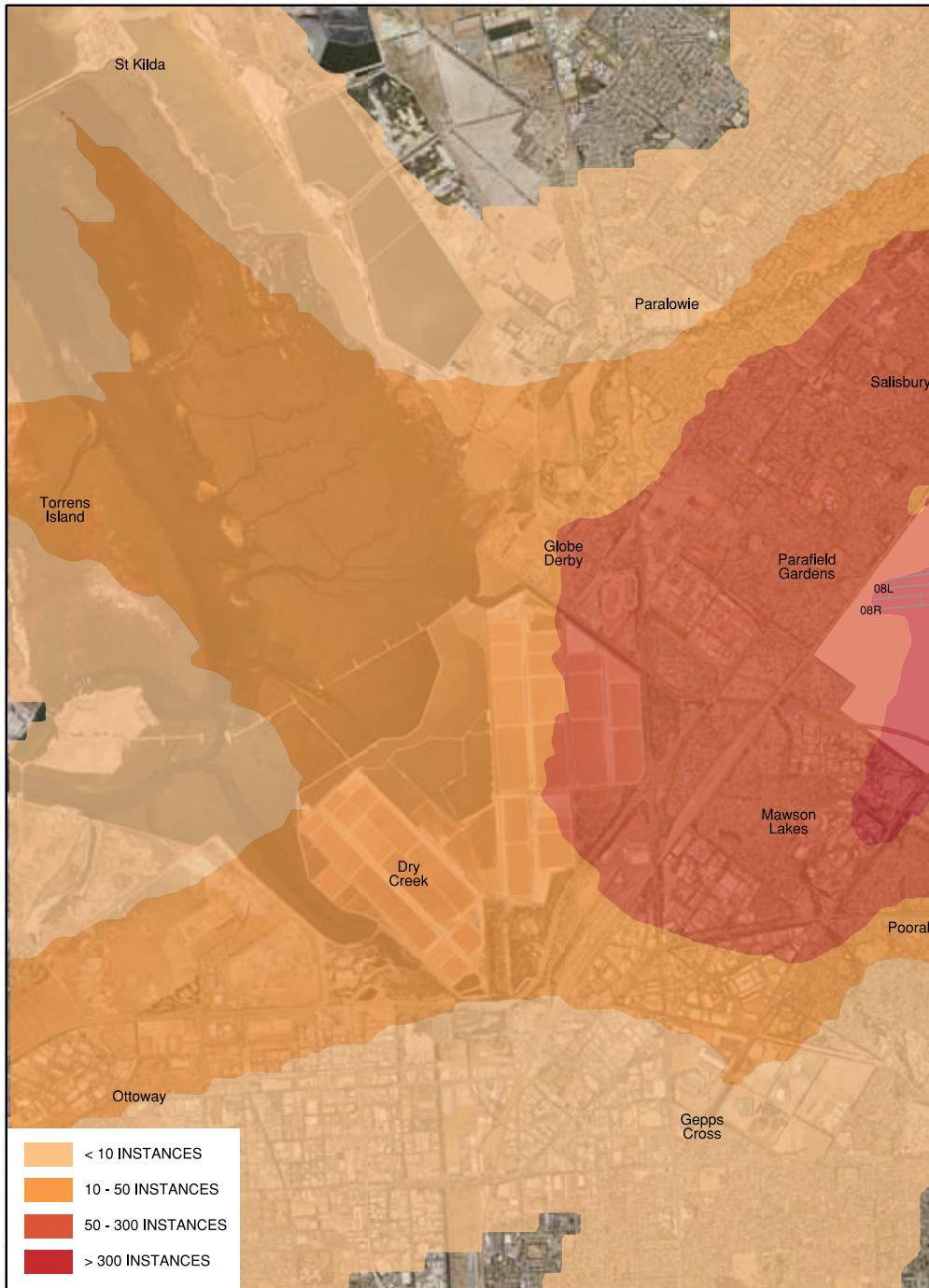
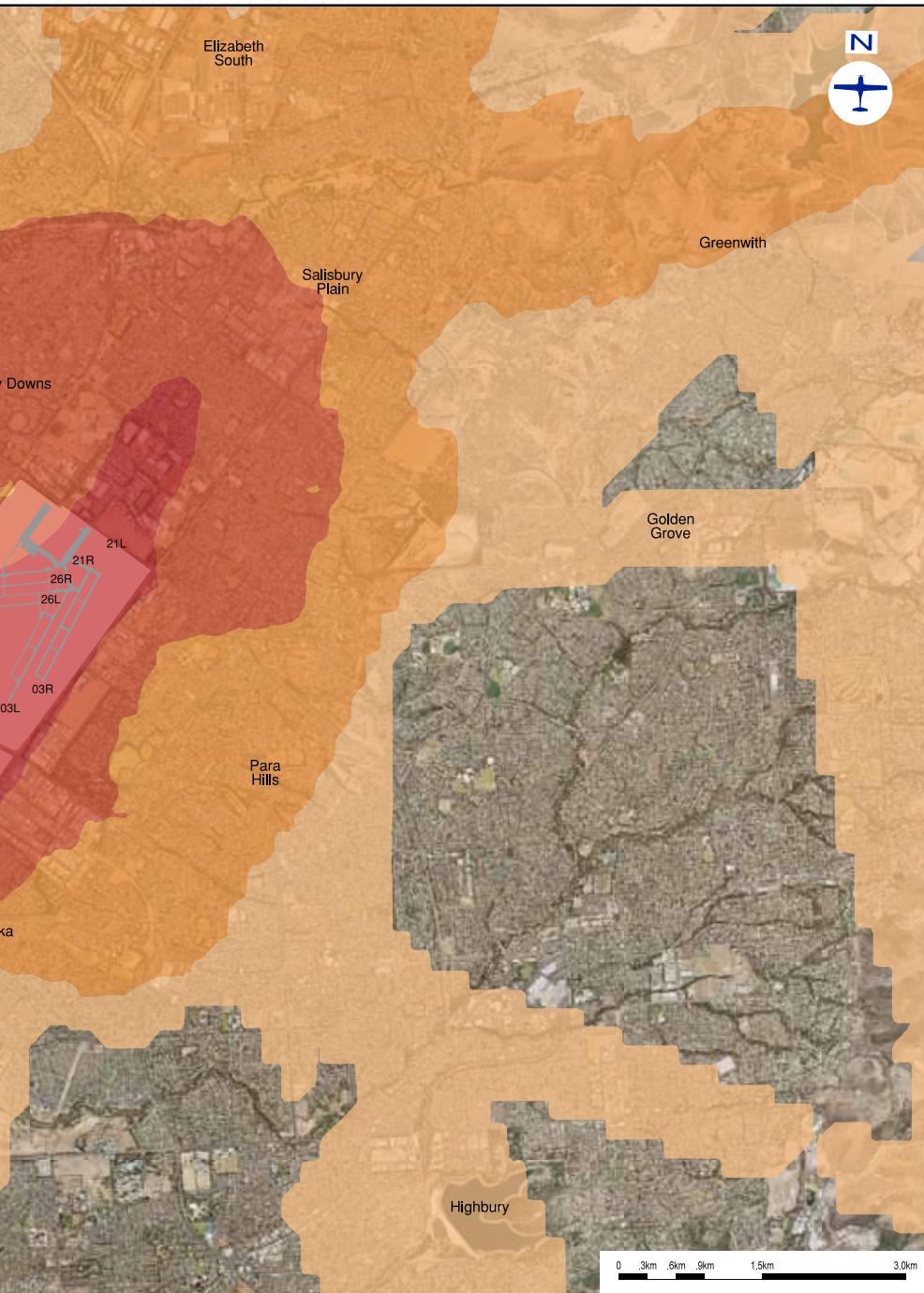


Figure 1 Predicted frequency of aircraft noise events greater than 70 decibels in 2037.



Where do Aircraft Fly at Parafield

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As a guide to where aircraft fly around, into and out of Parafield Airport, now and in the future, and the potential noise generated by aircraft in different areas, a map showing the density of over-flights which are likely to cause noise on the ground at or above 70 decibels is included as Figure 1. A level of 70 decibels is a noise level which could be expected in a busy office.

The map is based on the forecast total number of aircraft movements that could occur in twenty years' time at Parafield (345,000 movements). Such maps are produced to assist persons considering living in and around the airport and to advise them of the likely number of over-flights and associated aircraft noise that they may expect to experience now and in the future.

Figure 1 illustrates an average day of flying activity at Parafield Airport including take offs, landings and circuit

flying. The darker shaded areas on the map show higher frequency. The arrival, departure and circuit tracks are based on information provided by Airservices Australia radar tracking from Adelaide Airport.

Some flight tracks will inevitably vary from this average prediction for many reasons, including the following:

- wind strength and direction;
- Air Traffic Control direction;
- need for traffic order and separation;
- temperature, take-off weight and other factors which affect climb performance;
- pilot variation; and
- different circuits being performed; such as Low Level (500ft), mostly within the airport boundary, Glide and Flapless.

Flight paths will therefore vary and can occur anywhere within the Parafield Control Zone (see Figure 2).

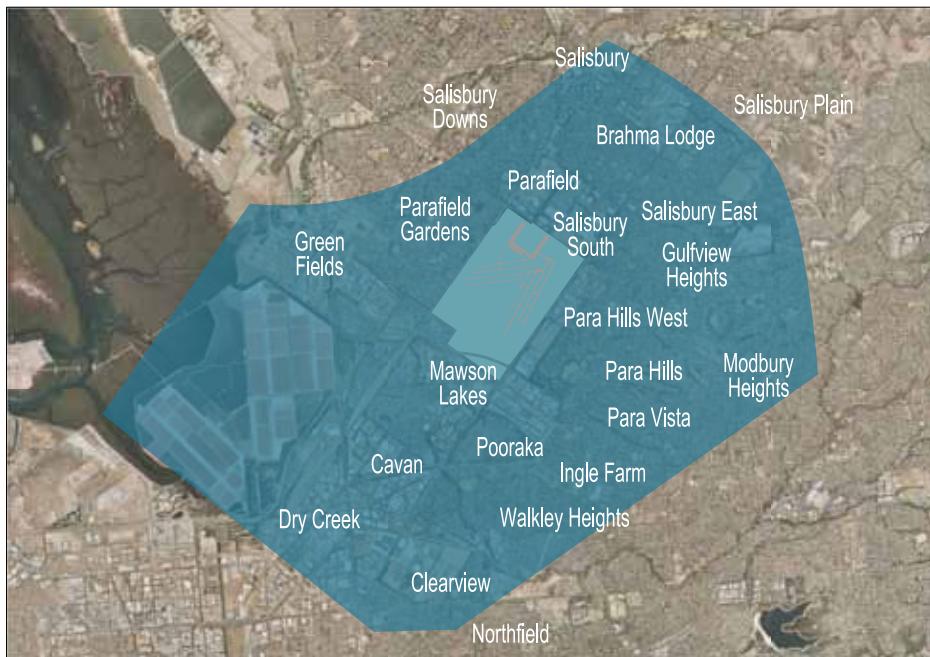


Figure 2 Parafield Airport Control Zone



Fly Friendly Program

Parafield Airport Limited encourages its aviation tenants to adopt a "Fly Friendly Program". This program is voluntarily entered into by aviation tenants in order to reduce the impact of aircraft operations on the surrounding community.

The Fly Friendly Program is periodically reviewed by the Parafield Airport Technical Working Group. Please see page 15 for contact details.

Operating Procedures:

When safe to do so and/or under direction of Air Traffic Control, the main objectives of the Fly Friendly program are:

- climb to operating height as soon as possible;
- maintain operating height;
- reduce engine power as soon as possible;
- follow the promulgated flight paths;
- avoid residential areas if and where practicable;
- do not fly wide circuits—keep as narrow as possible; and
- utilise low-powered descent approaches from training area to reduce noise.

Circuit Operating Hours:

Monday to Friday	7am to 11pm <i>(During weekdays, it has been agreed that circuit training will, where possible, cease by 10pm. However, this is subject to operational requirements)</i>
Saturday	7am to 9pm
Sunday	8:30am to 9pm <i>(Implemented mid-2011, previously 8am)</i>
Christmas Day	No circuit training
New Year's Day	No circuit training <i>(Implemented mid-2011)</i>
Anzac Day	No circuit training before 9am <i>(Effective from April 2013)</i>
Remembrance Day	Agree to avoid operations where possible over the Salisbury RSL between 10:55am and 11:05am <i>(Implemented August 2016)</i>

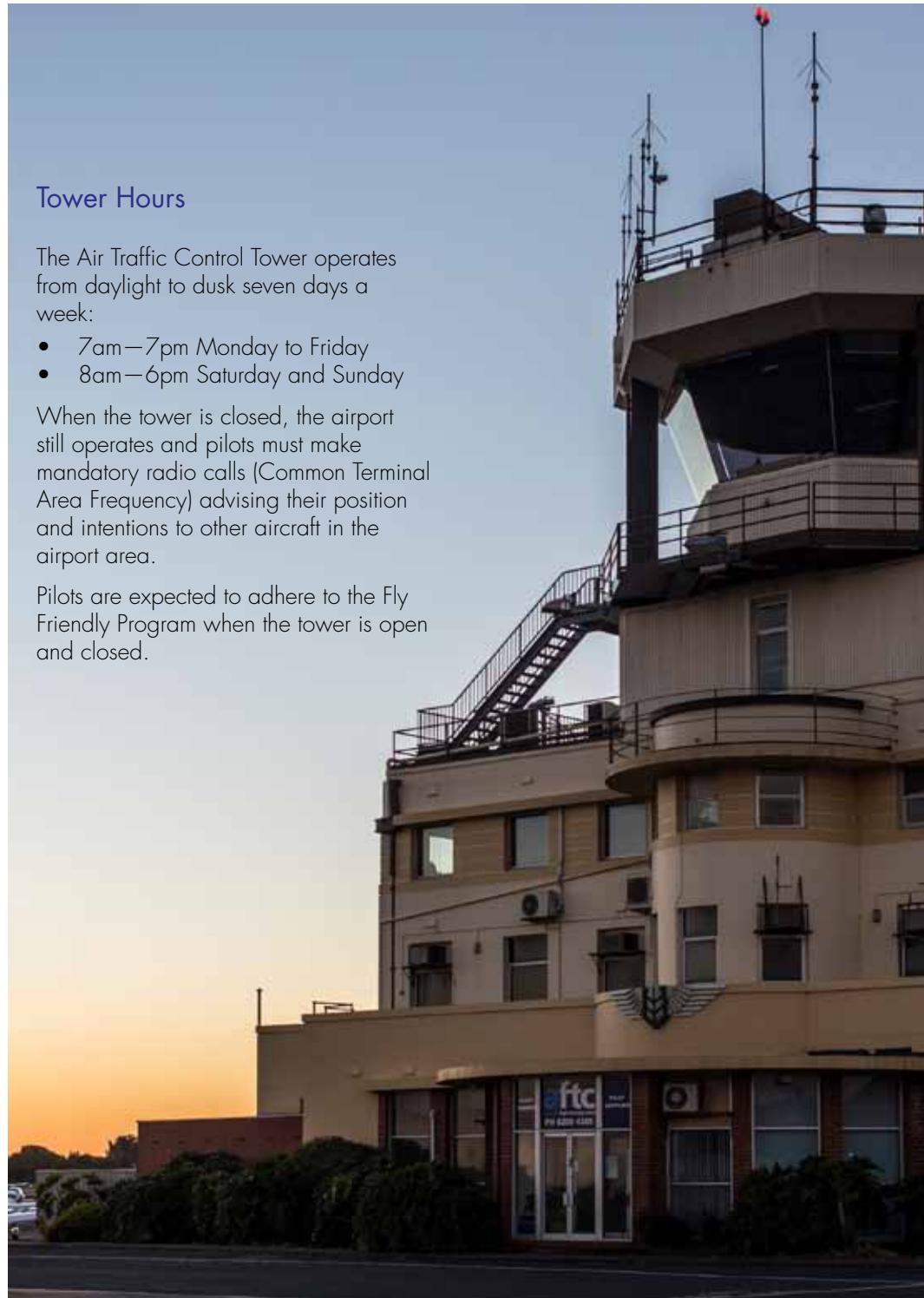
Tower Hours

The Air Traffic Control Tower operates from daylight to dusk seven days a week:

- 7am—7pm Monday to Friday
- 8am—6pm Saturday and Sunday

When the tower is closed, the airport still operates and pilots must make mandatory radio calls (Common Terminal Area Frequency) advising their position and intentions to other aircraft in the airport area.

Pilots are expected to adhere to the Fly Friendly Program when the tower is open and closed.



Altitude

Except in the act of landing or take off and within the airport control area, the minimum height fixed wing aircraft must fly is 1000 feet over populated areas or 500 feet over non-populated areas or the sea. This is to provide manoeuvring room in the event of an emergency and is the height set to clear all obstructions within 600 metres radius of the aircraft (300 metres for helicopters). When flying in the circuit, aircraft are considered to be in the act of landing or take off.

The Civil Aviation Safety Authority may approve operations at lower altitudes.

Police, Motor Accident Commission and Emergency Services helicopters may routinely operate at lower altitudes in order to perform their specific tasks.

Shark Patrol aircraft operate from Parafield Airport during the summer months and when flying over the sea will operate at 500 feet.

The altitude of most aircraft in the Parafield circuit is 1000 feet, although helicopters fly at 800 feet to maintain safety separation from aeroplanes that are normally faster.

Manoeuvre training occurs just above ground level in the south/west area within the airport perimeter.

Runway in Use

During tower operating hours, Airservices Australia Air Traffic Control stipulates which runway is the operational runway.

Aircraft predominantly take off and land into the prevailing wind. The main parallel runways 03/21 left and right are used approximately 80 per cent of the time. Current wind and weather information is available to pilots from an Automatic Weather Information Service.



Ground Running of Engines

Parafield Airport Limited has introduced procedures for the ground running of aircraft engines for all airport tenants.

These rules ensure compliance with the Airports Act 1996 Airport (Environment Protection) Regulations and, where those Regulations are silent, State Environmental Protection Authority Regulations apply.

These rules provide operators on the airport with instruction on:

- the approved location for engine testing;
- the times that engine testing is restricted;
- the request and approval process for engine testing;
- safety requirements for the conduct of the testing; and
- the recording of actual testing.

Parafield Airport Consultative Committee (PACC)

The PACC membership includes the airport operator, aviation authorities, state and federal government and MPs, local council and their elected representatives as well as other community representatives.

This committee meets four times a year to discuss airport and aviation issues affecting the community, local areas, and the state.

More information regarding the PACC and its sub-committee the Technical Working Group can be found at our website www.parafieldairport.com.au or by calling 8307 5700.

If you would like to have issues tabled at the PACC meeting please write to PO Box 652 Salisbury 5108 or email PACCinput@parafieldairport.com.au.



Who has responsibility?

Parafield Airport Limited

Manages and operates the airport under the mandate of the Airports Act 1996 and is responsible for those activities that take place on the ground and within the airport boundary.

www.parafieldairport.com.au

(Full contact details are included on the back cover of this brochure.)

Department of Infrastructure and Regional Development

Administers the relevant aviation portfolio and monitors compliance with the Airports Act 1996 and Regulations.

www.infrastructure.gov.au

Civil Aviation Safety Authority

Under the mandates of the Civil Aviation Act 2000, CASA is responsible for the safety regulation of Australian civil air activities.

CASA is responsible for:

- setting and monitoring the standard for holders of Air Operators Certificates and Licences;
- listing all approved aircraft on the Australian Civil (Aircraft) Register; and

- the airspace regulatory functions (setting of flight path heights and separation distance)—through its Office of Airspace Regulation.

www.casa.gov.au

Airservices Australia

Airservices Australia provides Air Traffic Control at Parafield Airport. At some larger airports, it provides an Aviation Fire and Rescue Service. Airservices also provides and maintains a network of navigational aids and facilities to ensure the safe conduct of flight.

Under direction from the Federal Minister, Airservices provides noise monitoring at major airports and a noise enquiry unit for all Australian airports to collect data, monitor and report on environmental issues as they relate to the aviation sector.

Airservices Australia also has a web site called WebTrak, which allows the community to see aircraft tracks around Parafield Airport over the previous two weeks.

www.airservicesaustralia.com

Aircraft Noise Ombudsman

In September 2010, the Federal Government established the office of Aircraft Noise Ombudsman (ANO).

The ANO conducts independent administrative reviews of Airservices Australia's management of aircraft noise-related activities, including:

- the handling of complaints or enquiries made to Airservices Australia about aircraft noise;
- community consultation processes related to aircraft noise; and
- the presentation and distribution of aircraft noise-related information.

www.ano.gov.au



What Should you do if you have an Aviation Safety or Noise Concern

Low Flying or Safety Concern

If you have a concern about an aircraft that may be low flying or operating in a perceived unsafe manner, the responsible agency is the Civil Aviation Safety Authority.

You are encouraged to advise CASA of the issue or incident by phoning 131 757. It is important that you have exact time and location details of the incident.

Aircraft Noise Concerns

Airspace management including environmental impacts is managed by Airservices Australia. Airservices also has responsibility for the Noise Monitoring Unit through a Noise Information phone line which records all enquiries and complaints, and on request Airservices staff will respond to your concern.

Details about Parafield Airport and noise complaints can be found at:

<http://aircraftnoiseinfo.bksv.com/parafield/home>.

If you have a complaint about aircraft noise, you should first lodge it with Airservices Australia's Noise Complaints and Information Service (NCIS). The method to lodge a

complaint or make an enquiry about aircraft noise or operations with Airservices Noise Complaints and Information Service is:

- directly via WebTrak—www.airservicesaustralia.com/aircraftnoise/webtrak/
- 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

If NCIS is unable to offer a satisfactory solution, you can then lodge a complaint electronically with the ANO, or write to them at the following addresses:

Aircraft Noise Ombudsman
GPO Box 1985, Canberra City ACT 2601

www.ano.gov.au



You can phone 1800 266 040 to enquire about the complaint process and to obtain forms or information. *NOTE: complaints will not be accepted by phone.*
The service is free and available to anyone.

We recognise that noise affects people in different ways. Airservices provides information fact sheets covering the following topics:

- Complaints management
- Fundamentals of sound
- Airport curfews
- Circuit training

These are available via the Airservices website <http://www.airservicesaustralia.com/aircraftnoise/>

If you don't have web access and would like a copy of these fact sheets, please contact us at the Parafield Airport Management Centre on 8307 5700, where you can arrange to collect them.

Parafield Airport Fast Facts

Description: Parafield Airport is the principal general aviation and pilot training airport in South Australia.

Location: 18 kilometres north of the city of Adelaide's Central Business District in South Australia.

Ownership: Parafield Airport Limited is a wholly owned subsidiary of Adelaide Airport Limited, which purchased the operating leases for Adelaide and Parafield Airports from the Commonwealth Government in May 1998, to operate both airports for the next 50 years with an option for a further 49 years.

History: The airport was first used in 1927 and was Adelaide's main airport until the opening of Adelaide Airport in 1955. It has always been a flying training airport and also includes recreational flying and aircraft maintenance.

Dimensions: The entire airport precinct measures 437 hectares. Its boundary includes Kings Road to the north, Main North Road to the east, Elder Smith Road to the south and the Adelaide-Darwin railway line to the west.

Capacity: Parafield Airport has theoretical ultimate capacity for 450,000 fixed wing and rotary wing aircraft. It is not expected to reach this capacity within the next 20 years.

Economic Impact: The full economic impacts associated with the operations of Parafield Airport are estimated to be a contribution of \$262 million to Gross State Product (2016).

Employment: It is estimated that entities that operate in association with Parafield Airport directly employ 1100 people on-site and 261 people off-site, for a total of 1361 people (2016).

A further 1084 jobs are indirectly created taking total employment created as a result of activities at Parafield Airport to 2445 jobs (2016).

Flight Training: Five aviation training companies operate out of Parafield Airport—Adelaide Flight Training Centre, Bruce Hartwig Flying School, Aerostar Aviation, University of SA Aviation Academy and Flight Training Adelaide.

Environment: Parafield Airport Limited is committed to managing and developing the airport in a sustainable manner. Features include an Aquifer Storage Recharge Scheme, protection of vernal pools and a comprehensive wildlife management program.

Runways: There are four runways at Parafield Airport (Figure 3). They are:

- Runway 03L/21R, measuring 1350 metres
- Runway 03R/21L, measuring 1279 metres
- Runway 08L/26R, measuring 958 metres
- Runway 08R/26L, measuring 992 metres

Other activities: The airport features significant retail and commercial precincts, due to its central location in Adelaide's northern suburbs. Some Fly in- Fly out charters operate from Parafield Airport to South Australia's northern mines.

More information:

Go to www.parafieldairport.com.au.

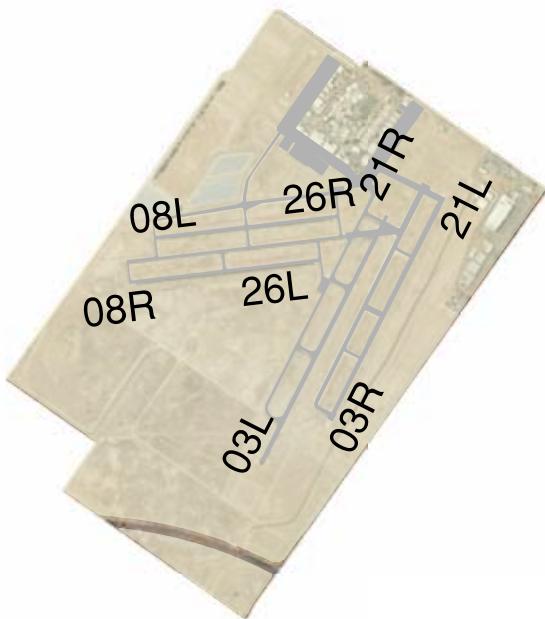


Figure 3 Parafield Airport Runways

Parafield Airport Flying Training Frequently Asked Questions

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Q. Why do planes fly circuits?

A. Circuit training is an essential part of flying training as decreed by the Civil Aviation Act and Regulations.

Q. What is a circuit?

A. A circuit is a mandatory part of flying training.

Stages of a circuit:

1. Take Off and climb to 500ft
2. Turn onto Crosswind Leg
3. Climb to 1000ft
4. Reference aerodrome for turn point and turn onto Downwind Leg
5. Reduce Power, turn onto Base and commence descent
6. Turn onto Final Leg and land.

Q. Why do particular aircraft fly over my area?

A. Parafield has two sets of parallel runways and a total of four runways. Parallel runways enable two circuits to operate at once.

Air Traffic Control will determine which runways are used depending on the direction of the wind. As twin engine aircraft are generally faster than single engine aircraft both types are generally, but not always, separated. When using the main runways, twin engine aircraft generally operate to the West and singles to the East (refer Figure 4).

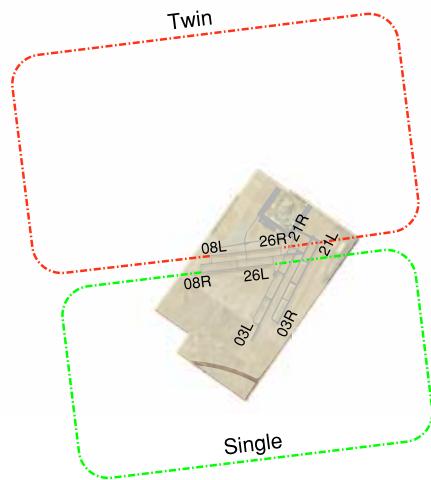


Figure 4 Daytime Circuits

When winds dictate use of runways "Zero Eight and Two Six" (08/26) twin engine aircraft generally circuit to the North and singles to the South.

Q. I am concerned future growth will mean flights occurring prior to 7.00am.

A. The airport will not support a relaxation of the agreed (voluntary) circuit training hours to allow circuits before 7.00am. However other flying activity by law is unrestricted.

Q. Why do aircraft fly over my area at night?

A. The airport must be open 24 hours a day, 7 days a week and some aircraft will arrive and depart at night. Also, night circuit flying is an important part of advanced pilot training and therefore advanced flying students will be required to complete a portion of night circuits. There is only one lit runway at Parafield, runway "Zero Three Left, Two One Right" (03L/21R) and therefore aircraft can only fly on the

Western circuit, off Runway 03L/21R as per Figure 5. Due to training courses running at different times, this will mean some nights will have multiple aircraft operating and other nights none at all.

Q. Why can I hear planes operating late at night over my house if they are not allowed to fly after 11pm?

A. The federal government requires the airport to be operational 24 hours, every day of the year. However, the flying training schools have agreed to develop the Fly Friendly Program which includes restricted circuit training hours.

Aircraft operating outside of these hours are flying to and from other destinations for various reasons including cross country navigation, general aviation and emergency services.

Q. If flying is going to increase can I have double glazing and noise insulation costs reimbursed?

A. Any decision on compensation rests with the Commonwealth Government and requires an Act of Parliament to recover any associated costs. At this time, there is no indication the Commonwealth is likely to compensate insulation costs.

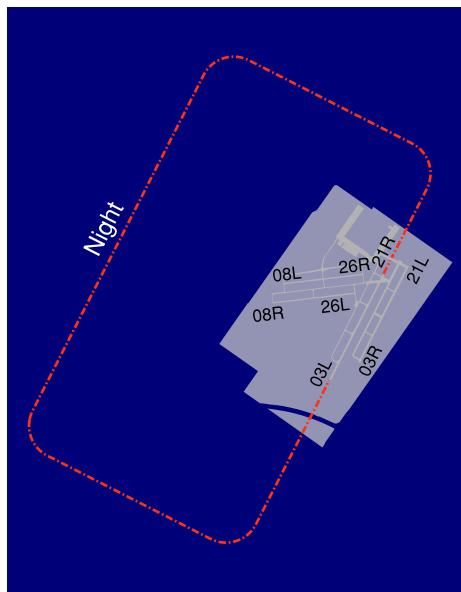


Figure 5 Nighttime Circuits

Q. How many more flights can I expect over my house?

A. The answer to this question is not straight forward. Any residence in the vicinity of the airport can expect overflying aircraft at some point in time (see Figure 1).

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As the economy grows some industry growth in air traffic is to be expected.

Q. The airport states around 213,000 "movements" occurred at Parafield in 2016. What is a "movement"?

A. A movement is either a landing or a take-off. Therefore, a single circuit is counted as two movements.

Q. Can't the training aircraft conduct circuits over the salt pans?

A. No. Circuits must be flown directly alongside the runway. However, training aircraft do fly over the salt pans many times a day while transiting to the airspace locally referred to as the 'Western Training Area'. This is a sparsely populated area north of St Kilda, where manoeuvre flying training and practice is conducted.

Q. Why is early morning a good time for flying?

A. Early morning is often still air and is good for flight, but training flights are generally spread over the daylight hours, depending on weather conditions.

Q. Why doesn't the airport stop noisy planes from flying?

A. All aircraft operating in Australia are required to meet an airworthiness standard decreed by CASA, part of which is compliance to a noise measurement standard. As an airport operator, Parafield Airport Limited does not have any authority to direct who can and cannot use the airport or airspace around it. In fact we are directed by law to not prevent the landing of any aircraft licensed to operate into an airport of Parafield's capacity.

Q. Why don't the aircraft fly over parks instead of houses?

A. Circuit flying is mandated by CASA guidelines and must be obeyed, but like cars, buses and other forms of transport no two aircraft have the same turning circle or performance characteristics. Therefore, a circuit in one type of aircraft will vary from that of another.



Q. Who decides where the planes fly?

A. Flying rules dictate airspace, circuit patterns, and arrival and departure paths to ensure the safe operation of aircraft operation in our skies. These are listed in various pilot documents and charts. Other information regarding arrival and departure tracks can be found on CASA's website under the heading of "On Track". This gives visual footage for pilots unfamiliar with Parafield to use for flight planning.

Q. What is Fly Friendly?

A. The Parafield Fly Friendly Program is a set of guidelines that the Flying Training Schools voluntarily agree to in order to minimise impact of flying on local residents. A technical committee comprised of representatives of the flying training schools, CASA, Airservices Australia (Air Traffic Control) and other

members of the aviation community meet four times a year and discuss technical issues such as development and review of the Fly Friendly Program and proposals to apply for changes to airspace. We invite your comment on the Fly Friendly Program.

Q What does the airport do to assist the community?

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A. The assistance the airport brings to community can be assessed as follows:

Socio Economic: Parafield Airport as a whole is assessed as making a contribution of \$262 million to Gross State Product and supports 1361 full time equivalent jobs annually.

Corporate Social Responsibility: We partner responsibly with the community and invest where it will generate a lasting community benefit.



'Three Pillars' of Sponsorship are drawn from our Vision and Mission:

- Business and Tourism;
- Community; and
- Environmental Sustainability.

Parafield Airport Limited supports many regional festivals and cultural activities as well as local schools, and sporting and services clubs.

Q. How is Flying Training changing?

A. There are many flying training initiatives underway at Parafield which are changes from traditional approaches.

Changes to training syllabus

Initiatives currently under way include Flight Training Adelaide's Multi Crew Pilot licence, which is airline-specific training and will reduce aircraft flying from 200 hours down to about 90 hours. Another syllabus change for

Cathay Pacific students proposes to reduce flying hours from 206 hours down to 155 hours.

Advanced Entry Course

New courses have been designed to acknowledge prior commercial pilot experience. This will mean advanced cadets fly 57 hours instead of 206.

Transition Course

Pilots who already hold an Air Transport Pilot Licence require transition training which consists predominantly of classroom theory. Flying can be as little as 7.5 hours.

Simulators

Flight Training Adelaide operate multiple simulators. Flying training conducted in these state of the art advanced training simulators will replace hours flying in aircraft.





A close-up photograph of a polished metal propeller hub and leading edge. The hub is highly reflective, showing bright highlights and deep shadows. The leading edge is visible at the bottom left, showing some wear and a dark, textured surface. The background is a clear blue sky.

Contact Details

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Fax: (08) 8281 5006

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