

Parafield Airport Consultative Committee (PACC) Minutes of Meeting



Date: Thursday 17 May 2018

Starting time: 2:00 pm

Location: PAL Management Centre, Building 18, Tigermoth Lane, Parafield Airport, South Australia 5108

1.0 Welcome

The Chairman opened the meeting at 1400 hrs and welcomed those present.

2.0 Attendance

Present	Company
Russell Synnot – Chair	Synnot & Wilkinson
Mark Young	Parafield Airport Limited
Emma Boulby	Parafield Airport Limited
Jenny Harris	Parafield Airport Limited
Jamie Sangster	Parafield Airport Limited
Stephanie Bolt	Parafield Airport Limited
Alicia Bickmore	Parafield Airport Limited
Steph Norrie	Parafield Airport Limited
Barrie Rodgers	Parafield Airport Limited
Sue Trussell	Parafield Airport Limited
Rob Kaftan	Parafield Airport Limited
Brenton Burman	AECOM
Adam Skubala	Airservices
Adam Sutherland	Department of Infrastructure, Regional Development and Cities (DIRDC)
Sarah Field	Department of Infrastructure, Regional Development and Cities (DIRDC)
Georgina Farr	Department of Infrastructure, Regional Development and Cities (DIRDC)
Stephen White	City of Salisbury
Robin Coleman	City of Tea Tree Gully
Juergen Ruppert	Department of Planning, Transport and Infrastructure (DPTI)
Phil Lawes	Department of Planning, Transport and Infrastructure (DPTI)

Apologies	Company
Patty Therrios	Parafield Airport Limited
Brenton Cox	Parafield Airport Limited
Vince Scanlon	Parafield Airport Limited
Janine Philbey	City of Salisbury
Michael Brown	Member for Playford
Russell McArthur	Department of Infrastructure, Regional Development and Cities (DIRDC)
Betty Gill	City of Salisbury
Johan Pienaar	Flight Training Adelaide (FTA)

3.0 MINUTES OF PREVIOUS MEETING – 15 February 2018

Moved Robin Coleman and Seconded Alicia Bickmore - the notes of the 15 February 2018 meeting be adopted and carried.

4.0 CORRESPONDENCE

4.1 Correspondence In:

- Reports
- Email from City of Salisbury regarding aircraft on pole at Parafield

4.2 Correspondence Out:

- Reports, Previous Minutes and Agenda
- The Chair sent letters to newly elected members inviting them to the Committee

5.0 ACTION ITEMS

5.1 Public Safety Zones and NASG Guidelines from DIRDC – ongoing item

Please refer item 9.1.

5.2 The Department Sun-Setting Regulations

It was noted by DIRDC that this is an ongoing item and there is nothing further to report at this stage.

5.3 Update on Park and Ride

Work has commenced on site and the works will be undertaken in a staged approach. The project is scheduled to be completed in August 2018. An update will be provided to the Committee at the next (August) meeting.

6.0 AIRPORT UPDATE

6.1 Parafield Airport Limited (PAL) Report – The report was tabled and taken as read.

6.2 Property and Development and Land Use Report – The report was tabled and taken as read. A question was asked about the previously designated Masters site. It was noted that no formal proposals have been received for this site.

6.3 Environment Report – The report was tabled and taken as read. It was noted that a public electric car charging project is being undertaken at Parafield Airport.

6.4 Planning Co-ordination Forum (PCF) Report –

Report was tabled with the following items noted: The forum met the previous week and largely discussed the Public Safety Zones Draft Guideline which was released.

A working session was held with DPTI and a presentation was provided on the status of the SA Government's Planning Reform program, including the preparation of Draft State Planning Policies and their implementation through the Planning and Design Code.

6.5 Technical Working Group (PATWG) – Nothing to report.

7.0 COMMUNITY AND AIRPORT AGENCY UPDATE

7.1 Federal Department of Infrastructure, Regional Development and Cities Report

There has been a change in Ministers and Chief and Staff since the last meeting. The new Minister is The Hon Michael McCormack MP. With the change in Ministers, the 3 guidelines which have been discussed at previous meetings (Wind Sheer/ Turbulence, Helicopter Landing Sites and Public Safety Zone) have been put forward to senior officials to progress.

The NASAG (National Airports Safeguarding Advisory Group) met on 9 May and the discussion was largely around Public Safety Zones.

The Department was asked by the Government in 2017 to prepare some legislative changes to the Airports Act . The legislation will assist to modernise the policies under the *Airports Act 1996*. The recommendations were put on hold while the Essendon accident was investigated. It was noted that the findings from the Essendon accident do not relate to the recommendations provided and will now be put forward to Government.

7.2 State Department of Planning, Transport and Infrastructure Report – The following was noted: A Committee member asked a question about the duplication of Elder Smith Road and if it's part of the planning process. It was noted that a business case for federal funding wasn't completed.

7.3 Airservices Australia (ASA) Report – The following was noted: Airservices Australia and the Department of Defence have signed contracts signifying a major milestone in unifying the nation's civil and military air traffic management systems. A series of workshops with key stakeholders are being planned over the next 18 months.

Through Australian Strategic Air Traffic Management Group (ASTRA) ASA are partnering with Geoscience Australia to support a test bed trial of Space Based Augmentation System (SBAS). SBAS has the potential to provide low-cost precision approaches, particularly to regional airports. ASA are supporting this trial as it is a very important activity to promote and foster civil aviation, which is part of our legislative obligation. ASA will be flying 4 procedures at regional airports as part of gathering engineering and safety evidence.

There were 18 complainants during quarter one 2018, which is an increase from 16 complainants in quarter four of 2017 and a decrease from 27 complainants in quarter one 2017. The main issue relating to circuit training.

Airservices online noise reporting which can be accessed here <http://www.airservicesaustralia.com/publications/noise-reports/noise-reports/>.

The method to lodge a complaint or make an enquiry about aircraft noise or operations with Airservices Noise Complaints and Information Service (NCIS) were noted:

- 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

7.4 Aircraft Noise Ombudsman Report – Nothing to report to Committee.

7.5 Flight Training Adelaide (FTA) Uni SA Aviation Academy Report – The following was noted: Flying hours are expected to peak in May. This increase is due to the February student intake and ongoing courses.

It was noted that Mawson Lakes residents are noticing more aircraft noise which can be explained by a change in weather patterns in Quarter 3 resulting in more overflights.

7.6 City of Salisbury – The following was noted: Water Harvesting Scheme Update 2017/18. 728ML of recycled stormwater has been provided from the Parafield ASR scheme to community and commercial customers across Salisbury so far this financial year. In the period 1 July 2017 to 30 April 2018, Salisbury Water has treated and injected 176ML at Parafield Airport.

It was noted that an 18-story building application has been reduced to an 11-story building.

7.7 City of Tea Tree Gully – Nothing to report to Committee.

8.0 OTHER / NEW BUSINESS –

The Executive General Manager for Property notified the Committee of a Major Development Plan for a proposed Distribution Centre at Parafield Airport and will keep the Committee informed on any developments.

A response from the Chair was provided to the email received from the City of Salisbury regarding the aircraft on a pole and the intersection of Kings Road and Main North Road. It was noted that PAL has the full support of the original owner/ donor. The response is noted below:

- removal is scheduled for early to mid - July this year;
- the airframe is deteriorating: a visual inspection from an elevating work platform recently by PAL Manager noted large areas of surface corrosion, however there appears to be no imminent risk of the airframe failing or items falling from the aircraft;
- the aircraft will be relocated to the Parafield Aviation Heritage Centre on Kings Road and will be located “airside” adjacent to the building on permanent display and fully visible to the public. Work on the surface corrosion and paintwork can be done on site once the relocation is carried out; and
- at this stage there are no plans for a replacement and It should also be noted that the original benefactor is fully supportive of the relocation and is in fact relieved as she feels it is a distraction for drivers on what is now a major intersection and thoroughfare.

A Committee Member noted in the small garden plots out the front of the shops facing Main North Road the weeds are about 1 metre high and full of litter. PAL to follow up. Report back to next meeting as to progress.

9.0 PRESENTATIONS

9.1 Various NASAG guidelines DIRDC

A presentation was provided by the Department regarding *NASF Draft Guideline I - Managing the Risk in Public Safety Zones (PSZ) at the Ends of Runways*.

The National Airports Safeguarding Framework (NASF) was developed by the National Airports Safeguarding Advisory Group (NASAG) (Commonwealth, state transport and planning officials, ALGA, Defence, CASA, Airservices). It was agreed by the Commonwealth and State governments in 2012. The National land use planning framework to:

- minimise aircraft noise-sensitive developments near airports; and
- ensure aviation safety is recognised in land use planning decisions.

The new draft NASF PSZ Guideline targeted consultation was conducted in Sept/Oct 2017. NASAG is now seeking public comment on a proposed new NASF draft Guideline I – *Managing the Risk in Public Safety Zones at the Ends of Runways*. Like the NASF guidelines already in place, it will be the responsibility of each jurisdiction to implement

the Guideline into land use planning systems. The aim is to inform a consistent approach. Queensland, the UK, USA and much of Europe have PSZ policies in place.

A Public Safety Zone (PSZ) is a designated area of land, on or off-airport, at the end of a runway within which development may be restricted in order to control the:

- number of people on the ground; and
- storage of hazardous materials within the zone.

The Safety Zone could take the shape of an elongated triangular or four-sided zone tapering away from runway end.

A PSZ is determined by identifying the area within which any person living or working for a period of a year, has approximately a 1 in 100,000 chance per year of being fatally injured as a result of an aircraft accident. It depends on statistical chance of accident occurring and relates to each airport's unique set of operations. Compared to other risks we voluntarily take everyday, this is considered as a very low risk.

By encouraging new developments to be compatible with their proximity to the end of runways, PSZs reduce the risk of an aircraft accident affecting people who live, work or travel near airports. Australia has an excellent safety record but, in the unlikely event that an aircraft crashes, the introduction of PSZs limits the consequences of such an accident.

The Commonwealth is responsible for 22 federally-leased airports and will expect State, Territory and local governments responsible for development assessment approvals concerning on land outside the boundaries of these airports, and on and around other airports, to consider public safety risk.

The Guideline is not retrospective - PSZs will not be applied to existing properties. The draft Guideline is consistent with both the UK and Queensland approaches to PSZ where they have been in place for a number of years. Draft Guideline recommends using either the Qld template or airport-specific modelling (applying the UK method). Jurisdictions can either:

- proactively identify and map PSZs; or
- assess public safety risk on case-by-case basis.

Draft Guideline I and supporting documentation can be found on the Department's website [here](#). Questions can be provided to Director, Airport Safeguarding, 02 6274 6125 or sharyn.owen@infrastructure.gov.au. Please submit your feedback by **COB Thursday 12 July 2018** to safeguarding@infrastructure.gov.au.

This Draft Guideline will be up to the Minister to put in place and can be amended if necessary. It was noted that different aircraft types will be identified. The main reason for this Guideline is to limit the potential impact on areas surrounding airports. Some properties in Adelaide already have guidelines for existing properties and future users and the Guideline is designed to be flexible and applied on a case by case basis.

It was noted that the City of Salisbury is considering the issue of Public Safety Zones, especially around Edinburgh Airport. The City of Salisbury has agreed to present at the next PACC meeting on the Council progress with this issue.

10.0 ACTION ITEMS FOR NEXT MEETING

- 10.1 Public Safety Zones and NASG guidelines update from the Commonwealth – ongoing item.**
- 10.2 The Departmental review of Sun-Setting regulations Update– ongoing item.**
- 10.3 Update on Park and Ride - DPTI – ongoing item.**
- 10.4 Overgrown weeds issue – PAL.**
- 10.5 City of Salisbury update on consideration of Public Safety Zones.**

Date of Next Meeting – Thursday 16 August 2018

Meeting Closed – 2:55pm