

Parafield Airport Consultative Committee Minutes of Meeting



Date: Thursday 21 August 2014

Starting time: 2:00 pm

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

1.0 Welcome

The meeting was opened at 2.00pm.

Brenton Burman (Chair of the Planning Coordination Forum) noted that the Chair the Committee (Russell Synnot) was unwell and had requested that Brenton Burman fill-in as Chair of the Committee for this meeting. Brenton Burman asked the Committee for approval to act as Chair. The Committee agreed that it would be appropriate for the Chair of the Planning Coordination Forum to act as Chairman when the Committee Chair was unavailable. The Committee wished Russell a speedy recovery.

Simon Cousins (Airservices Australia) introduced new Airservices staff members to the Committee: Jason Hunter (will attend future meetings), Matt Marais and Mark Latimore (Short term monitoring program).

2.0 Attendance

Present	Company
Brenton Burman	AECOM
Chris Griffiths	PAL/AAL
Brenton Cox	PAL/AAL
Bill Allen	PAL
Steve Holden	FTA
Tom Stead	Office of Mark Butler
Daniel Clapp	DPTI
Juergen Rupert	DPTI
Alvi Hosain	DIRD
Neil Bouchier	Airservices Australia
Simon Cousins	Airservices Australia
Jason Hunter	Airservices Australia
Matt Marais	Airservices Australia
Mark Latimore	Airservices Australia
Ron Brent	ANO
Brian Goodall	City of Salisbury
Joy Ricci	City of Tea Tree Gully

Apologies	Company
Russell Synnot – Chair	Synnot & Wilkinson
Mark Young	PAL/AAL
Ken May	PAL/AAL
Vince Scanlon	PAL/AAL
Stephanie Bolt	PAL/AAL
Brett Fundak	DPTI
Chris Zafirooulos	DPTI

Apologies	Company
Peter Jansen	City of Salisbury
Mayor Gillian Aldridge	City of Salisbury
John Harry	City of Salisbury
Amanda Berry	City of Salisbury
Tim Abberton	ANO
Margaret Smythe	DIRD
Georgina Farr	AEO
Hon Zoe Bettison	Member for Ramsay
Steve Nicolson	Airservices Australia
Pine Pienaar	FTA
Neil Hyland	Uni SA
Dominic Marafioti	Uni SA

3.0 MINUTES OF PREVIOUS MEETING – 22nd May 2014

The Minutes from 22nd May 2014 meeting were read and confirmed.

4.0 CORRESPONDENCE

4.1 Correspondence In:

Apologies

Reports

An email from The Department of Infrastructure and Regional Development regarding the current timeline for the development of Badgery's Creek.

4.2 Correspondence Out:

Reports, Previous Minutes and Agenda

5.0 ACTION ITEMS

5.1 Community Membership Advertisement

An advertisement calling for community representatives for the PACC was placed in the Northern Messenger on 27 July with no responses.

5.2 Progress of Airport Referral Review from DPTI

DPTI are looking at various measures to implement NASG Framework. NASG factsheet attached to minutes. An issue which has come up as part of that is building height referrals around airports related to heights. Some locations in the referral development plan are different and lower than the OLS for both Adelaide and Parafield Airports. DPTI and the Commonwealth are in ongoing discussion relating to improving the referral process.

5.3 Presentation on Public Safety Zones from the Commonwealth

A presentation on public safety zones was provided at the last Planning Coordination Forum. It was noted that work was developing in Queensland using the established framework and the new framework would also benefit from the recent Parafield Airport, Kings Road Salisbury South development plan amendment process. The Commonwealth will report further on progress at a later stage.

5.4 ASA Short Term Monitoring sites – ASA to draft a proposal for PTWG

Please refer 8.1

5.5 ASA response – transponders during night trails using Adelaide radar

Please refer 8.1

5.6 AAA/ASA Noise Forum – Working Group Report July meeting

The Industry Noise Forum was a major event in Canberra. The forum raised a number of actions:

- Impact of aircraft noise – show data more effectively
- Noise mapping and mapping against complaints
- ANO/ASA terminology consistency – creating short document of definitions
- Review airport and airport industry (AAA) engagement
- Work better with Real Estate institutes so that people moving or buying houses having more accurate information.

Another Forum will be held early next year inviting committee forum chairs and Airports.

5.7 ASA to produce overflight Maps for Tea Tree Gully for the Committee

ASA tabled overflight maps that compared a 3 month period in 2011 and 2014. They show the operations, type of operations and where they fly. The maps have not changed materially over the time period although training student numbers are down from previous years due to introduction of simulator. It was noted Tea Tree Gully is also affected by a number of operations from Adelaide Airport. Copies of the overflight maps were noted as available to Committee members at request.

6.0 AIRPORT UPDATE

6.1 Parafield Airport Limited Report – tabled with the following noted: Flying activity is low due to a cold winter but is expected to strengthen later this year and further into next year. 2014 Scholarship winner is Andrew Marshall with promotion for the 2015 Scholarship now commencing.

A question was asked about the cost to the public of the Park and Ride facility. This was noted as a matter that would be under consideration by the State government but if any information was available it would be reported back to the next meeting.

6.2 Property and Development and Land Use Report – tabled with the following noted: Masters Hardware Store targeted for completion near the end of 2015.

The Chair advised the meeting that he was aware of a pending Merit Use Application for a 24 hour gymnasium for a vacant tenancy in one of the buildings in the Commercial Estate. If the application was formalised prior to the next meeting of the Consultative Committee, members would be advised by email.

6.3 Environment Report – tabled with no items required to be noted.

6.4 Planning Co-ordination Forum Report – tabled with the following noted: A special meeting was held on 31 July (2 weeks earlier) because of the release of the Preliminary Draft Adelaide Airport Master Plan 2014. The SA Government Implementation Package for NASF has been prepared for consideration by the Planning Minister. Referral requirements for ‘minor development’ – the Commonwealth is considering this request and will provide an update at the next Forum meeting. Regarding Public Safety Zones, the Commonwealth is awaiting the outcome of recent work commissioned. Airservices have a navigational aid right next to Tea Tree Gully shopping centre.

6.5 Technical Working Group (PATWG) – tabled with the following noted: The Technical Working Group considered noise monitoring concepts – where noise monitoring should occur and measuring background noise.

7.0 COMMUNITY AND AIRPORT AGENCY UPDATE

7.1 Federal Department of Infrastructure and Transport Report –

The Department carried out the Annual Lease Review of Adelaide and Parafield Airports with no issues.

7.2 State Department of Planning, Transport and Infrastructure Report – tabled with the following noted: A DPA has been submitted to the Minister for Planning for his consideration for approval of Salisbury South Mixed Use Bulky Goods. The new AS2021-2000 is released for public consultation but accessing the document is difficult to access online as you need to register.

7.3 Airservices Australia Report – The following was noted:

Quarter 2, 2014 Adelaide Noise Information Report has now been published at <http://www.airservicesaustralia.com/publications/noise-reports/noise-reports/>.

7.4 Aircraft Noise Ombudsman Report – The following was noted: Ron Brent has been named AS2021 Committee Chair. An agenda item which was approved was a proposal for an information guideline on aircraft noise with the intention that the same committee will move onto drafting a document on how to best describe aircraft noise to inform the public. The Committee wants to show where planes fly, how many planes are flying and how noisy are they rather than just providing a planning reference number eg ANF20. This document could take between 6 months – 1 year to be published.

The ANO is trying to improve information available and standardising terminology and, in general, making clear to the public what is going on and why. The ANO highlighted that Parafield Airport has made a number of changes and has shown responsiveness where change is possible. The ANO told the Committee he is available at all times if they want to engage with any ideas to make the situation better. The ANO's positive comments were welcomed by a Committee member and it was noted that Salisbury has 2 airports Parafield and Edinburgh. The ANO aims to expand its remit to capture complaints from RAAF operations.

7.5 Flight Training Adelaide Report – A course of students had recently arrived and another course will soon graduate. The current number of students in house is 155 with 45 students offsite (so the total in training is 200). This compares to 300 the same time last year. Cathay Pacific have 90 wide body aircraft on order with pilots to be trained at PAL so there will be an increase from current levels in the future with a corresponding increase in flying hours.

7.6 Uni SA Aviation Academy Report – No report submitted

7.7 City of Salisbury – Report was taken as read.

7.8 City of Tea Tree Gully – it was noted from a Committee member that there was a view that aircraft flying over Adelaide were leaving dirty marks on concrete at Becks Street, Dernancourt.

8.0 OTHER / NEW BUISNESS

8.1 Airservices – Temporary Noise Monitoring

ASA will be Conducting Noise Monitoring from 20 October 2014 to 19 January 2015 (with precise dates subject to change by a week or two). The noise monitoring is sophisticated and takes into account background noise to separate aircraft and background noise. ASA have been inspecting different locations to assess the varying background noise around Parafield Airport. ASA are meeting with Air Traffic Control and Flight Training Adelaide to discuss some of the general procedures they use. ASA will contact their contractor roughly 6 weeks before 20 October and then the contractor will set up an agreement with the land owner. Monitoring devices are located 10-15km from the airfield. The purpose of noise monitoring is to better understand the impact of aircraft noise levels, nature of noise and when noise is to be expected. ASA will provide feedback on the monitoring during 2015.

A possible noise monitoring location was suggested by a Committee member that was approximately 0.5km from the airport where aircraft that approach over the north–western boundary turn right. ASA have investigated the location and are grateful for that suggestion and others.

ASA are working with University of Canberra on a new project called ‘Connecting the Nation: Australia's Aviation Heritage’. This project is to capture Australia wide ‘airport heritage’ including collecting photos, artefacts, stories, memories – all aviation memorabilia (survey link below). Simon Cousins was noted as the contact point for those looking to get involved and ASA noted they were grateful for any assistance and the following link was noted for the minutes:

https://www.surveymonkey.com/s/Connecting_the_nation_australia_aviation_heritage

It was noted that this was Simon Cousins’ last Consultative meeting. The Committee formally thanked Simon Cousins for his commitment and hard work over the years.

The Committee was also made aware that Joy Ricci would be retiring at the next election and the Committee thanked Joy for her time, support and commitment to the committee.

9.0 PRESENTATIONS

Nil

10.0 ACTION ITEMS FOR NEXT MEETING

- 10.1 Progress of Airport Referral Review** – from DPTI
- 10.2 Public Safety Zones from the Commonwealth** – ongoing item
- 10.3 Update on Park and Ride, Kings Precinct facility** – pending available information
- 10.4 Airservices – Temporary Noise Monitoring** – results provided during 2015
- 10.5 ‘Connecting the Nation’ history project** – Reminder to contact Simon Cousins if interested

Date of Next Meeting – Thursday 20th November 2014.

Meeting Closed – 3.00pm



Australian Government

Department of Infrastructure and Regional Development



National Airports Safeguarding Framework

What

The National Airports Safeguarding Framework provides guidance on planning requirements for development that affects aviation operations. This includes building activity around airports that might penetrate operational airspace and/or affect navigational procedures for aircraft.

The Framework was developed by the National Airports Safeguarding Advisory Group, which includes representatives from Commonwealth Infrastructure and Defence departments and aviation agencies; state and territory planning and transport departments, and the Australian Local Government Association.

The Framework consists of:

- Principles for National Airports Safeguarding Framework
- Guideline A: *Managing Aircraft Noise*
- Guideline B: *Managing Building-Generated Windshear*
- Guideline C: *Managing Wildlife Strike Risk*
- Guideline D: *Managing Wind Turbine Risk to Aircraft*
- Guideline E: *Managing Pilot Lighting Distraction*
- Guideline F: *Managing Protected Airspace Intrusion*

Why

The Australian Government recognise that responsibility for land use planning rests primarily with state, territory and local governments, but that a national approach can assist in improving planning outcomes on and near airports and under flight paths.

The aim of the Framework is to:

- improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions;
- improve community amenity by minimising noise sensitive developments near airports, including through the use of additional noise metrics; and
- improve aircraft noise-disclosure mechanisms.

Who

The Framework applies at all airports in Australia and affects planning and development around airports, including development activity that might penetrate operational airspace and/or affect navigational procedures for aircraft.

The Framework is intended to provide guidance to state, local and territory governments which can in turn be used to guide assessment and approvals for land use and development on and around identified airports.

The Framework can be downloaded from the Department of Infrastructure and Regional Development website at: http://www.infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/

National Airports Safeguarding Framework

The *Principles for a National Airports Safeguarding Framework* acknowledge the importance of airports to national, state, territory and local economies, transport networks and social capital.

Guideline A

Over the long term, inappropriate development around airports can result in unnecessary constraints on airport operations and negative impacts on community amenity due to the effects of aircraft noise. These impacts need to be managed in a balanced and transparent way.

Guideline A provides advice on the use of a complementary suite of noise metrics, including the Australian Noise Exposure Forecast system and frequency-based noise metrics, to inform strategic planning and provide communities with comprehensive and understandable information about aircraft noise.

Guideline B

Building-induced windshear can be a problem for aviation operations in cases where structures are situated close to airport runways. When a significant obstacle is located in the path of a crosswind to an operational runway, the wind flow will be diverted around and over the building and can cause the crosswind speed to vary along the runway.

Guideline B presents a layered risk approach to the siting and design of buildings near airport runways to assist land use planners and airport operators to reduce the risk of building-generated windshear and turbulence. It also provides options to modify existing buildings.

Guideline C

Wildlife strikes and/or avoidance can cause major damage to aircraft and/or compromise aircraft safety. Whilst the Civil Aviation Safety Authority has well-established safety requirements for wildlife management plans on-airport, wildlife hazards also occur outside the airport fence.

Guideline C provides advice to help protect against wildlife hazards originating off-airport. Many existing airports are surrounded by areas that are attractive to wildlife, especially birds, but appropriate land use planning decisions and the way in which existing land use is managed in the vicinity of airports can significantly reduce the risk of wildlife hazards.

Guideline D

Wind turbines can constitute a risk to low-flying aviation operations such as agricultural pilots. Additionally, temporary and permanent wind monitoring towers can be erected in anticipation of, or in association with, wind farms and can also be hazardous to aviation, particularly given their low visibility. These structures can also affect the performance of

Communications, Navigation and Surveillance equipment operated by Airservices Australia and the Department of Defence.

Wind turbine farms can be expected to continue to develop as a renewable energy option. Guideline D provides advice on the location and safety management of these and other similar structures.

Guideline E

Pilots are reliant on the specific patterns of aeronautical ground lights during inclement weather and outside daylight hours. These aeronautical ground lights, such as runway lights and approach lights, play a vital role in enabling pilots to align their aircraft with the runway in use. They also enable the pilot to land the aircraft at the appropriate part of the runway.

It is therefore important that lighting in the vicinity of airports is not configured or is of such a pattern that pilots could either be distracted or mistake such lighting as being ground lighting from the airport. Guideline E provides advice on the risks of lighting distractions and how these can be minimised or avoided.

Guideline F

The operational airspace of airports is the volume of airspace above a set of imaginary surfaces, the design of which is determined by criteria established by the International Civil Aviation Organisation. These surfaces are established with the aim of protecting aircraft from obstacles or activities that could be a threat to safety – in particular, high-rise buildings.

Guideline F provides advice for planners and decision makers about working within and around protected airspace, including OLS and PANS-OPS intrusions, and how these can be better integrated into local planning processes.