

APPENDIX B
CORRESPONDENCE



Government of South Australia

Department for Transport,
Energy and Infrastructure

In reply please quote 1999/02629
Enquiries to Lou George
Telephone 08 8343 2262

RECEIVED

2 000 7000

TRANSPORT SERVICES
DIVISION

33-37 Warwick Street
Walkerville SA 5081

PO Box 1
Walkerville SA 5081

Telephone: 08 8343 2222
Facsimile: 08 8343 2585

ABN 92 366 288 135

Ken May
Adelaide Airport Limited
1 James Schofield Drive
ADELAIDE AIRPORT SA 5950

Dear Ken,

ELDER SMITH ROAD – WARRANTS FOR SIGNALS AT CROSS
KEYS PRECINCT ACCESS

The Department for Transport, Energy and Infrastructure (DTEI) use the warrant as set out in the "Code of Technical Requirements for the Legal Use of Traffic Control Devices" (the Code) for the installation of traffic signals. Figure 3.1 (attached) in the Code is a graph on which the major and minor road traffic volumes (per hour) can be plotted.

DTEI will install traffic signals at the Cross Keys Precinct access once development has been sufficiently established, such that either the two hour or four hour warrants (as outlined in the attachment), are achieved on an average day.

An average day shall be taken as a Tuesday, Wednesday or Thursday during a normal week. Consideration will be given to reviewing the timing of the survey if it is demonstrated that the predominant vehicle generating development established within the precinct occurs on a weekend.

The traffic volumes at the junction will be determined by undertaking vehicle turning counts at the junction. No public holidays, school holidays, or other public events likely to distort the traffic volumes shall occur a week either side of the week chosen to undertake the survey. Construction traffic associated with the development of the industrial precinct shall not be included in any vehicle turning counts.

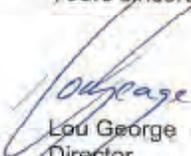
PAL should advise DTEI when they consider the traffic warrant has been met, at which time DTEI will undertake its own traffic counts to confirm the information provided by PAL.

If the data does not support the information provided by PAL, DTEI will not resurvey the junction for at least another six months.

DTEI will install the signals within 24 months of agreement that the traffic signal warrant has been met. To minimise this time, and demonstrate our good intentions, we are proposing to install conduiting for the signals as part of the initial construction of Elder Smith Road.

DTEI will monitor the operation of the junction in the same way as it does other road junctions within the metropolitan area which fall under its care and control.

Yours sincerely,



Lou George
Director
Projects Directorate

19 June 2006

Section 3: Traffic signals

3.1 Intersection signals

The design, installation and operating procedures of traffic signals at intersections or junctions must conform to the requirements contained in AS 1742.

The installation of traffic signals at an intersection or T-intersection is not normally justified unless the plotted points, representing the vehicles per hour on both approaches of the major road (movements A) and the corresponding vehicles per hour on the higher volume minor road approach (movements B), are located:

- (a) above the broken line in Figure 3.1 - for each of any four one-hour period on an average day; or
- (b) above the unbroken line in Figure 3.1 - for each of any two one-hour period on an average day.

The components of traffic flow to be used when determining the values for movements A and B are shown in Figures 3.1. Left turning vehicles are not to be included unless special circumstances exist.

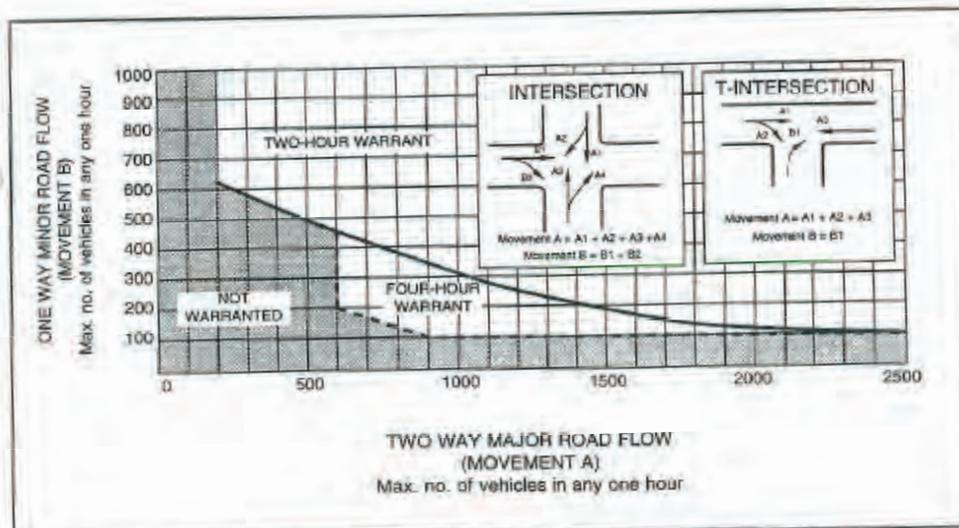
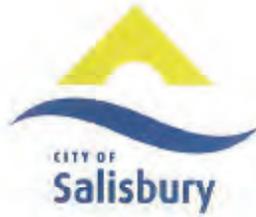


Figure 3.1 Traffic signal warrant





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12 James Street Salisbury
South Australia 5108
ABN 82 615 416 895
PO Box 8 Salisbury SA 5108
telephone 08 8406 8222
facsimile 08 8281 5466
TTY (for deaf & hearing impaired)
08 8406 8596
www.salisbury.sa.gov.au
email city@salisbury.sa.gov.au

19 September 2006

Mr Ken May
Manager Property Development
Adelaide Airport Limited
1 James Schofield Drive
ADELAIDE AIRPORT SA 5950

Dear Ken

Re Parafield Driveway Entry Concept

I refer to your emails relating to the above proposal, and advise that in principle, the driveway access is satisfactory.

It should be noted however that there could be an issue with the existing swale drain on the boundary of The Bridges.

There are also a considerable number of other design issues that will require resolution. In particular, it is considered the threshold treatment proposed should be located away from the St Kitts Place entrance as there is an existing drain at the St Kitts connection which drains The Bridges, and it is not appropriate to construct the threshold treatment over this drain.

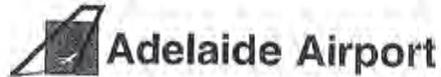
Landscaping & geometric design issues will need to be resolved at the design stage.

Yours faithfully

A handwritten signature in blue ink, appearing to read "Colin Pitman".

Colin Pitman
Director, City Projects
Phone: 08 8406 8215
Email: cpitman@salisbury.sa.gov.au





Our Reference: 3.9.6.1
Date: 15 Nov 2011

Mayor and CEO City of Adelaide - Salisbury - Tea Tree Gully - Pt Adelaide Enfield
Minister and Chief Executive DTEI - Planning SA - EPA
Local Offices of CASA & AsA
Canberra Offices of CASA and AsA
AEO and ABC
Canberra offices of DoIT and SEWPaC

Dear Steven Yarwood

Re:- Parafield Master Plan and Environment Strategy Review.

I write to confirm that in accordance with Part 5 Division 3 and Part 6 Division 2 of the *Airports Act 1996* as amended, Adelaide Airport Limited is commencing the review and associated consultative process in relation to the preparation of the above referred documents for presentation to the Federal Minister of Infrastructure and Transport.

Our consultation program will include but not be limited to the following:-

- Airport consultative Committee meetings;
- Commonwealth Government stakeholder executive briefings including Ministerial staff;
- State Government stakeholder executive briefings including Ministerial staff;
- Local Government Council Elected members meetings and executive briefings;
- Public Notices in State and Local print media;
- AAL/APL web site and Social Media; and
- Airport newsletters

AAL/PAL is obliged to pre-advise of this consultative process and accordingly are required to request your formal acknowledgement of this advice.

During this process further information will be made available either directly or through our web site www.parafieldairport.com.au and we invite your input and comment.

Yours sincerely

A handwritten signature in black ink, appearing to read "John McArdle".

John McArdle
General Manager Corporate Affairs
Adelaide and Parafield Airport

Adelaide Airport Limited 1 James Schofield Drive, Adelaide Airport, South Australia 5950
ABN 78 075 176 653 Ph (+61) 08 8308 9211 Fax (+61) 08 8308 9311 www.adelaideairport.com.au



**Government
of South Australia**

**Office of the
Minister for
Transport and Infrastructure
Minister for
Housing and Urban
Development**

12th Floor, Roma Mitchell House
136 North Terrace
Adelaide SA 5000

GPO Box 2969
Adelaide SA 5001
DX 154

Tel 08 8226 1210
Fax 08 8226 0844

11MEI/2489

**Mr John McArdle
General Manager Corporate Affairs
Adelaide and Parafield Airport
1 James Schofield Drive
ADELAIDE SA 5950**

Dear Mr McArdle

On behalf of the Minister for Transport and Infrastructure, the Hon Patrick Conlon MP, I acknowledge receipt of your letter received on 17 November 2011, regarding the Parafield Master Plan and Environment Strategy Review.

Your correspondence will be brought to the attention of the Minister.

Yours sincerely

A handwritten signature in cursive script, appearing to read 'Sophie Adlaf'.

**Sophie Adlaf
Office Manager to the
MINISTER FOR TRANSPORT AND INFRASTRUCTURE**

24 November 2011



OFFICE OF THE LORD MAYOR

scan2011/20606

1 December 2011

Mr John McArdle
General Manager Corporate Affairs
Adelaide and Parafield Airport
1 James Schofield Drive
ADELAIDE AIRPORT SA 5950

Dear Mr McArdle

Parafield Master Plan and Environmental Strategy Review

Thank you for your letter of 15 November 2011, which contained advice on the consultative process regarding the Parafield Master Plan and Environmental Strategy Review.

Your letter has been forwarded to the relevant Program in Council.

Yours sincerely

A handwritten signature in black ink that reads "Stephen Yarwood".

Stephen Yarwood
LORD MAYOR



CITY OF
Port Adelaide Enfield

30 November 2011

John McArdle
General Manager
Adelaide and Parafield Airport
1 James Schofield Dr
ADELAIDE AIRPORT SA 5950

Dear Mr McArdle

Re: Parafield Master Plan and Environment Strategy Review

Council acknowledges receipt of your letter dated 15 November 2011 advising of the commencement of the consultative process in relation to the above.

I await your further advice on this matter.

If you require any further information or would like to discuss this further, please contact me on telephone 8405 6731.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Wally Iasiello'.

Wally Iasiello
Director Technical Services



Australian Government
Civil Aviation Safety Authority

OFFICE OF THE DIRECTOR OF AVIATION SAFETY

Trim Ref: G11/1596

22 November 2011

Mr John McArdle
General Manager Corporate Affairs
Adelaide and Parafield Airport
1 James Schofield Drive
ADELAIDE AIRPORT SA 5950

Dear Mr McArdle

I refer to your letter of 15 November 2011 addressed to Mr John McCormick, Director of Aviation Safety, Civil Aviation Safety Authority (CASA) about the Parafield Master Plan and Environment Strategy Review. Mr McCormick has asked me to respond on his behalf.

CASA acknowledges receipt of the advice provided regarding the forthcoming review and associated consultative process.

Yours sincerely

A handwritten signature in black ink, appearing to read 'C. Hutton'.

Carolyn Hutton
Acting Manager
Corporate Relations Branch



Government of South Australia
Department for Manufacturing,
Innovation, Trade, Resources and Energy

Reference: A48500

**Office of the
Chief Executive**
Level 9
The Conservatory
131-139 Grenfell Street
Adelaide SA 5000
DX 452
Tel +61 8 8303 2400
Fax +61 8 8303 2410
ABN 83 524 915 929
www.southaustralia.biz

24 November 2011

Mr J McArdle
General Manager Corporate Affairs
Adelaide and Parafield Airport
1 James Schofield Drive
Adelaide Airport
South Australia 5950

Dear Mr McArdle

Re: Parafield Master Plan and Environmental Strategy Review

This department has received a letter from you dated 15 November 2011 regarding the above, addressed to Lance Worrall. As requested I formally acknowledge receipt.

Thank you for keeping the department informed about the consultation process.

Yours sincerely


Erma Ranieri
DEPUTY CHIEF EXECUTIVE
STRATEGY, PEOPLE AND CULTURE

The Hon John Rau MP

11PLN0040

21 November 2011

Mr John McArdle
General Manager Corporate Affairs
Adelaide and Parafield Airport
Adelaide Airport Ltd
1 James Schofield Drive
ADELAIDE AIRPORT SA 5950



**Government
of South Australia**

**Deputy Premier
Attorney-General
Minister for Planning
Minister for Business Services
and Consumers**

45 Pirie Street
Adelaide SA 5000
GPO Box 464
Adelaide SA 5001
DX 336
Tel 08 8207 1723
Fax 08 8207 1736
attorney-general@agd.sa.gov.au

Dear Mr McArdle

On behalf of the Chief of Staff to the Minister for Planning, Mr Daniel Romeo, I acknowledge receipt of your letter dated 15 November 2011, regarding the Parafield Master Plan and Environment Strategy Review.

Your correspondence has been noted.

Yours sincerely

A handwritten signature in blue ink that reads "Michele Virgo".

Michele Virgo
Office Manager to the
Hon John Rau MP
Deputy Premier
Minister for Planning



Environment
25 Constitution Ave
(GPO Box 367)
Canberra ACT 2601
t 02 6268 4192
f 02 6268 5477

www.airservicesaustralia.com

ABN 59 508 720 886

John McArdle
General Manager Corporate Affairs
Adelaide & Parafield Airport
1 James Schofield Drive
ADELAIDE AIRPORT SA 5950

Dear Mr McArdle

I refer to your letter dated 15 November 2011 regarding Parafield Master Plan and Environment Strategy Review.

I acknowledge the advice given in relation to the preparation of the above mentioned documents for presentation to the Federal Minister for Infrastructure and Transport.

Yours sincerely

A handwritten signature in blue ink, appearing to read "MB", with a wavy line underneath.

Michelle Bennetts
General Manager
Environment

22 November 2011



City of Salisbury
ABN 82 615 416 895

12 James Street
PO Box 8
Salisbury SA 5108
Australia

Telephone 08 8406 8222
Facsimile 08 8281 5466
city@salisbury.sa.gov.au

TTY 08 8406 8596
(for hearing impaired)
www.salisbury.sa.gov.au

6 December 2011

Mr J McArdle
General Manager Corporate Affairs
Adelaide and Parafield Airport
1 James Schofield Drive
Adelaide Airport SA 5950

Your Ref: 3.9.6.1

Dear Mr McArdle

Re: Parafield Master Plan and Environmental Strategy Review Notification

Thank you for the notification of the commencement of the Review and associated consultation process.

Council will await the documentation and seek to ensure the best outcomes can be obtained for the residents of Salisbury and the Airport.

I therefore acknowledge receipt of the advice associated with the Review.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Peter Jansen", with a long horizontal line extending to the right.

Peter Jansen
Principal Planner Land Use Policy
Phone: 08 8406 8228
Email: pjansen@salisbury.sa.gov.au

Enquiries to: Keith Charlton
 Phone: 8218 4008 – Fax: 8297 0992
 Location : 71 Richmond Road, Mile End

GPO Box 2351
 Adelaide
 South Australia 5001
 Telephone 61 8 8218 2200
 Facsimile 61 8 8218 2206



12 November 2004

RECEIVED

18 NOV 2004

Mr Ken May
 Adelaide Airport
 1 James Schofield Drive
 ADELAIDE SA 5000

Dear Ken

**PARAFIELD AIRPORT PRECINCT DEVELOPMENT:
 PROPOSED RAILWAY LINK**

I refer to our meeting on Monday 8 November 2004 where we discussed the proposal to install a railway connection from the ARTC standard gauge line, crossing over TransAdelaide tracks, into Parafield Airport.

I appreciate you briefing me on the current status of the project and confirm that TransAdelaide has no objection in principle to the proposal. Below is a summary of the issues we discussed:

- The basic proposal is detailed on Adelaide Airport Drawing No. C1393 and expanded on two additional unnumbered drawings provided at the meeting.
- At this stage the track configuration within the Parafield Airport development is unclear and further work will be required to establish a fixed layout.
- The mainline railway connection would consist of a turnout from the ARTC line crossing over the TransAdelaide tracks through two 'diamond' crossovers into the development.
- The railway connection will be located to the south of Parafield Airport very close to the existing Greenfields Station. There does appear to be a likely conflict between the rail connection and Greenfields Station and this will need further investigation.
- Greenfields Station will be the subject of a review as part of the development of the new station at Mawson Lakes, just to the south of Greenfields Station.
- The cost of the TransAdelaide track component of the rail connection is estimated at \$1.5 million. This includes track materials, signalling and associated civil works. TransAdelaide will not be required to contribute to the cost of the connection.



While this project does not directly link to TransAdelaide's business, I am always interested in promoting the use of rail in the metropolitan area. I trust the above adequately represents our discussions and look forward to further advice on this interesting project.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Roy Arnold', with a horizontal line extending to the right and a short vertical line at the end.

Roy Arnold
GENERAL MANAGER

**AUSTRALIAN RAIL TRACK CORPORATION LTD****Ref No: RT137-003**

Mr Ken May
Manager Property Development
Adelaide Airport
1 James Schofield Drive
Adelaide Airport SA 5950

RE: Coles Myer Distribution Centre (Parafield Airport)

Dear Sir,

We confirm receipt of your letter dated 9th of November 2004 (including dwg C1393 Sheet 001), which follows the recent meeting in our offices where the above mentioned project was discussed.

ARTC is pleased that Coles Myer considers rail to be an important part of its future logistics planning and will attempt to assist this project wherever possible to the extent that we are able.

ARTC has briefly reviewed your proposal, and supports it in principle, subject to more detailed review at the appropriate time. In particular ARTC support the proposed operation which will enable trains up to 1500m to quickly exit or enter our network.

Obviously there are significant operational issues associated with the crossing of the suburban network and we trust that you have met with TransAdelaide to discuss this. ARTC would be happy to join you with further discussions with TransAdelaide at a later date.

ARTC in identifying particular issues to be considered with the development, require that all works associated with the connection to the ARTC mainline be undertaken in accordance with ARTC Standards and Specifications. The signal signalling system shall be consistent with the rest of the corridor, which is currently CTC operation, remotely controlled from Adelaide. The turnout would be 1:12, concrete bearers & 60kg rail.

An annual fee will apply to the ARTC mainline connection to cover maintenance costs which will form part of the "Private Siding Agreement", which has been attached for your reference.

AUSTRALIAN RAIL TRACK CORPORATION LTD ABN: 75 081 455 754

Off Sir Donald Bradman Dr, Passenger Rail Terminal Rd, Mile End SA 5031, P.O. Box 10343, Gouger Street, Adelaide SA 5000

Te: (08) 8217 4366 Fax: (08) 8217 4578

In order to outline ARTC's process for the implementation of private sidings, please find attached our internal procedure which sets out the process we need to follow to further this proposal.

I have also attached a draft "Site Access Licence" which will need to be completed before you or your agents enter ARTC land.

Wishing you all the best with your proposal,

Best regards

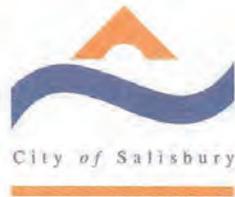


16.11.04

f: David Marchant
CEO ARTC

Enc.

- Private Siding Agreement
- PP 154 : Implementation of Private Sidings
- Site Access Agreement



RECEIVED
16 DEC 2002

12 James Street Salisbury
South Australia 5108
ABN 82 615 416 895
PO Box 8 Salisbury SA 5108
telephone 08 8406 8222
facsimile 08 8281 5466
TTY (for deaf & hearing impaired)
08 8406 8596
www.salisbury.sa.gov.au
email city@salisbury.sa.gov.au

9 December 2002

Mr Ken May
Manager-Property Development
Adelaide Airport Limited
1 James Schofield Drive
ADELAIDE AIRPORT SA 5950

CONTACT:
C. J. Pitman
REFERENCE:
100/9/24

Dear Sir

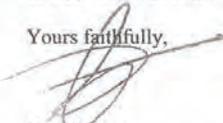
Re: Mawson Connector Access, Parafield Airport Conservation Zone

I refer to your letter of 31st October and advise that the City of Salisbury is prepared to maintain the area encompassed by the vernal pools on the following basis:

1. that the vernal pools that were over-run by ki-kuyu grass are recreated on the opposite side of the Connector.
2. that the care, control and management of the Conservation Zone be placed in the hands of the City of Salisbury to retain the area as a biodiverse environment on the assumption that there will be occasional stormwater overflows into the area in the event of a 1 in 100 year storm event, such overflows being generally natural and in character.
3. that the land will be leased to Council under a 'peppercorn' rental arrangement for the balance of the term of the Airport lease.
4. that the terms of The Sanctuary agreement with National Parks and Wildlife Service be agreed by the City of Salisbury, and if these terms are not deemed onerous, then the City of Salisbury will be prepared to ensure that these conservation zones are maintained.

In view of the above, 'in principle' concurrence to the proposed Conservation Zone is agreed.

Yours faithfully,


C. J. Pitman
DIRECTOR CONTRACT MANAGEMENT.

From: Haddad, Rick <Rick.Haddad@AirservicesAustralia.com>
To: John McArdle
Cc: Shaw, Mike <Mike.Shaw@AirservicesAustralia.com>
Sent: Mon Dec 19 14:33:31 2011
Subject: Acknowledgement of Parafield Master Plan and Environment Strategy Review

Hi John,

This is to acknowledge receipt of your advice dated 15 Nov 2011 (see attached) regarding the Parafield Master Plan and Environment Strategy Review (your ref 3.9.6.1).

Regards,

Rick Haddad
Human Resources / Administration
Air Traffic Control
Operations Building, 747 Tapleys Hill Road,
Adelaide Airport SA 5950

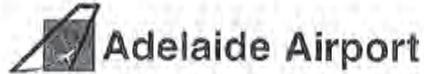
E-mail: rick.haddad@airservicesaustralia.com

Postal Address: **GPO Box 2270**
ADELAIDE SA 5001

Airservices Australia
Ph **08 8238 7819** (within Australia)
Ph **+61 8 8238 7819** (outside Australia)
Fax **+61 8 8238 7967**
www.airservicesaustralia.com

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Our Reference: 3.9.6.1
Date : 15 Nov 2011

Mayor and CEO City of Adelaide - Salisbury - Tea Tree Gully - Pt Adelaide Enfield
Minister and Chief Executive DTEI - Planning SA - EPA
Local Offices of CASA & AsA
Canberra Offices of CASA and AsA
AEO and ABC
Canberra offices of DoIT and SEWPaC

Dear Michael Shaw

Re:- Parafield Master Plan and Environment Strategy Review.

I write to confirm that in accordance with Part 5 Division 3 and Part 6 Division 2 of the *Airports Act 1996* as amended, Adelaide Airport Limited is commencing the review and associated consultative process in relation to the preparation of the above referred documents for presentation to the Federal Minister of Infrastructure and Transport.

Our consultation program will include but not be limited to the following:-

- Airport consultative Committee meetings;
- Commonwealth Government stakeholder executive briefings including Ministerial staff;
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- Public Notices in State and Local print media;
- AAL/APL web site and Social Media; and
- Airport newsletters

AAL/PAL is obliged to pre-advise of this consultative process and accordingly are required to request your formal acknowledgement of this advice.

During this process further information will be made available either directly or through our web site www.parafieldairport.com.au and we invite your input and comment.

Yours sincerely

John McArdle
General Manager Corporate Affairs
Adelaide and Parafield Airport

Adelaide Airport Limited 1 James Schofield Drive, Adelaide Airport, South Australia 5950
ABN 78 075 176 653 Ph (61)08 8308 9211 Fax (61)08 8308 9311 www.adelaideairport.com.au



East Coast Services South
PO Box 1093
Tullamarine Vic 3043

t: 03 9235 7310
f: 03 9235 7350

www.airservicesaustralia.com

ABN 99 698 720 886

John McArdle
General Manager Corporate Affairs
Adelaide Airport Limited
1 James Scholfield Drive
Adelaide Airport SA 5950

Dear John,

Flight Tracks for Aircraft Noise Modelling – Parafield Airport

Discussions have been held between Airservices Australia and Parafield Airport Australia Pty Ltd throughout 2011 to upgrade previously modelled Parafield Airport flight tracks to reflect current operational practices for the purpose of developing a draft ANEF for the airport's Master Plan.

I wish to confirm that the flight path data provided for use in the ANEF Report are operationally suitable for the airport. I concur with the flight tracks provided for use in the development of the Parafield Airport draft ANEF.

The data input and assumptions made in the above process are derived in part from external sources. Airservices Australia makes no warranty in respect of that information and excludes all liability for any loss arising from reliance on that information.

Yours Sincerely

Barry Synott
Manager East Coast Services South

19th December, 2011

Refer Enquiries: Mr Brett Steiner



21 December 2011

Mr John McArdle
General Manager Corporate Affairs
Adelaide Airport Limited
1 James Schofield Dr
ADELAIDE AIRPORT SA 5950

Dear Mr McArdle

**Our Ref: C4/8
Parafield Master Plan and Environment Strategy**

Thank you for your correspondence regarding the development of the Parafield Master Plan and Environment Strategy.

I acknowledge your advice regarding the upcoming consultation process and look forward to providing input in the future.

If you have any queries in relation to this matter do not hesitate to contact Brett Steiner, Strategic Planner on 8397 7352.

Yours sincerely

A handwritten signature in blue ink, appearing to read "D Rogowski".

**Dianne Rogowski
CHIEF EXECUTIVE OFFICER**



8 December 2011

Mr John McArdle
General Manager Corporate Affairs
Adelaide and Parafield Airport
1 James Schofield Drive
ADELAIDE AIRPORT SA 5950

Dear Mr McArdle

Parafield Master Plan and Environment Strategy Review

We acknowledge receipt of your letter of 15 November 2011 advising of the commencement of the review and associated consultative process in relation to the preparation of the Parafield Master Plan and Environment Strategy Review.

Yours faithfully

A handwritten signature in blue ink, appearing to read "Rosa Gagetti".

Rosa Gagetti
Manager, Strategic & Corporate Planning

Document1

City of Port Adelaide Enfield (PAE) • Telephone: (08) 8405 6600 • Facsimile: (08) 8405 6666
Email: custserv@porten.sa.gov.au • Website: www.portenf.sa.gov.au • TTY: 8405 6999 (Telephone Typewriter - hearing impaired)
Civic Centre: 163 St Vincent Street Port Adelaide South Australia • Postal Address: PO Box 110 Port Adelaide SA 5015
Regional Offices: Enfield Library - Council Office • Greenacres Library - Council Office • Parks Library - Council Office

787788

APPENDIX C
2004 ENVIRONMENT STRATEGY
PAST ACHIEVEMENTS
(2004-2009)

Sustainability Performance

Monitoring data was collected over the past five or more years to establish the foundation for Sustainability Performance Targets (SPT) for Parafield Airport in various key areas, including:

- Electricity consumption
- Water consumption
- Ecological health (vernal pools)
- Stormwater quality
- Groundwater quality
- Noise

Management Framework

The company Environment Policy was revised and replaced with a Sustainability Policy which reflects PAL's efforts to foster a sustainability culture within its business. Environmental protection and stewardship have always been critical to PAL's vision for the future but are no longer viewed outside the need to balance the financial, environmental and social imperatives.

All environmental management system policies and procedures were reviewed and revised in 2011.

PAL's risk management procedure was updated in 2010 to align with corporate risk procedures. The company Risk Register has also been updated following an external audit of the HSE Management System (now Environmental Management System) in 2009. Risk software was purchased in 2010 and is being rolled out across the company.

An updated environmental risk assessment program was initiated targeting all work tasks, plant and work areas. The company risk register was updated with a more detailed and comprehensive list of environmental hazards.

A sophisticated database was created to house the Environment Site Information (ESI) Register for Parafield Airport, offering PAL staff with immediate access to environmental information (e.g. hazardous substances storage, environment reports, tenant details). The environmental monitoring program was also added to this database in 2011 offering a centralised tool for tracking progress against monitoring schedules.

A spatial data management and mapping (GIS) tool was developed for storing and displaying critical environmental data sets (e.g. underground storage tanks, groundwater wells, stormwater monitoring sites; contaminated sites).

Airport Environmental Management Plan (EMP) Guidelines for Tenants were released to all tenants, supported by training sessions to help boost understanding of EMP development and integration into business practices.

Airport Environmental Site Assessment (ESA) Guidelines were released to all new building applicants with the aim of raising the standard and consistency of third party ESAs. These guidelines were also revised and distributed in February 2011.

A quarterly airport newsletter – Plane Talking – has continued to be the frontline vehicle for communicating environmental sustainability issues to airport stakeholders, including tenants.

An Environment Certificate of Recognition was initiated and awarded on a regular basis to tenants that demonstrated a commitment to continuous improvement in environmental performance.

An environmental auditing program of high risk tenants continues to be conducted annually.

Fact sheets covering a number of significant environmental issues, including stormwater management and wildlife strikes, were developed and made available to stakeholders

PAL launched Parafield Airport's website in 2011 which contains environment-related information for tenants and other stakeholders.

PAL continues to require major projects to submit and conform to a Construction Environmental Management Plan (CEMP) as part of the Building Application process. These documents are reviewed and enforced through regularly construction site inspections.

Fuel Management Guidelines for Parafield Airport were developed and distributed in October 2010.

Climate Change

PAL's carbon footprint has been calculated since 2007 in accordance with the *National Greenhouse and Energy Reporting Regulations 2007*.

Emissions attributed to electricity consumed by Parafield Airport tenants have also been calculated since 2007. Whilst tenant emissions are derived from activities not under the operational control of PAL (and are therefore not included in PAL's carbon footprint), the data provides a baseline for a key stakeholder group that PAL may influence in the future reduction of airport-wide emissions.

A Greenhouse Gas Emissions Monitoring Program was developed and implemented to begin tracking and storing important data for the calculation of PAL's carbon footprint within the company finance general ledger. A Carbon Accounting Procedure has been developed and the Program included in the corporate audit schedule to add rigour to the company's internal accounting processes.

Energy

A Stage 1 energy audit was conducted of PAL's administration building complex. Electricity data for the airport was collated and analysed for trends in electricity consumption and inclusion in the PAL carbon footprint calculations. A consultant was engaged to read and analyse electricity data for PAL and tenants as part of a company-wide program that resulted in the repair and installation of electricity meters.

Fuel consumption data for PAL vehicles was collated for assessing trends and inclusion in the PAL carbon footprint calculations.

Wind modelling was undertaken to determine the future feasibility of wind turbines at Parafield Airport.

PAL has commenced a 3-year clean energy research and development partnership with the Centre for Energy Technology at The University of Adelaide.

Water Resources

The City of Salisbury's aquifer, storage and recovery (ASR) scheme continued to operate effectively. Additional customers for the treated stormwater were added to the network, including local schools, sporting reserves and the Mawson Lakes residential development. PAL approved the construction of a new aquifer, storage, transfer and recovery (ASTR) scheme at the boundary of Parafield Airport designed as both a trial and to supplement existing ASR schemes.

The City of Salisbury has completed its expansion of the recycled water supply network from the airport ASR scheme around the southern and northern boundaries of the airport. Negotiations are underway to ensure that future development areas will have access to recycled water.

Water data for the airport continues to be collated and trends in water consumption analysed. PAL initiated a program to repair and replace aging water meters.

All irrigation with potable water was discontinued to comply with tightened water restrictions. A Water Efficiency Plan was developed and submitted to State regulatory authorities identifying opportunities for further water conservation by PAL.

All new developments are required to install water efficient fixtures and comply with current SA Water Potable Water Restrictions and incorporate rainwater tanks where practicable.

Noise

Zero community complaints were received by PAL relating to ground-based noise in the past five years.

Regular noise monitoring events were conducted at the nearest residential properties demonstrating that ground-based activities at Parafield Airport generate minimal noise impacts at the boundary, well within State and Commonwealth regulatory limits.

Airservices Australia conducted a thorough assessment of aircraft noise impacts on the surrounding residential area through the installation of a noise meter in Parafield Gardens.

The airport Ground Running Policy was reviewed in consultation with flight training operators.

The Parafield Airport Community Information brochure was developed in 2010, distributed to over 58,000 households and posted on the Parafield Airport website. The brochure includes information on noise intensity and flight paths.

Waste

Construction rubble, scrap metal, plastics, computing equipment, paper/cardboard, waste oils and green waste generated by PAL activities were reused or recycled.

PAL engaged KESAB to drive a waste program aimed at further diverting recyclables away from landfill. Outcomes will be incorporated into a new Waste Management Strategy for Parafield Airport.

The PAL Asbestos Register has been updated annually by a licensed contractor and a removal program of asbestos containing materials undertaken.

PAL has continued an internal Energy, Water and Waste Focus Group, an inter-departmental network for developing strategies and implementing actions across these key environmental areas.

PAL facilitated the introduction of a significant food organics collection and recycling program between Flight Training Adelaide and composting company Jeffries.

PAL hazardous materials stores were subject to workplace inspections and all high risk tenants were subject to environment inspections carried out as per the Tenant Inspection Register where hazardous storages were inspected for conformance with regulatory requirements.

All major construction sites were inspected at commencement of activity, with follow up inspections as required.

Stormwater

The Stormwater Quality Monitoring and Improvement Program (SQMIP) has been finalised and is currently active. A composite water sampler was installed at the primary stormwater exit point in 2010. The SQMIP is aimed at identifying sources of pollutant loads with the purpose of mitigating them where identified.

Key stormwater quality parameters were measured at concentrations that were of a better quality than those commonly reported for urban catchments in Australia (Wong et al, 2000).

PAL developed a catchment map for Parafield Airport that is analysed in the GIS system and overlain with the site risk map to inform the SQMIP.

PAL maintained a Spills Register, containing a record of all hazardous substances spills. The number of reported spills has declined over the past six years and zero spills were reported to reach the stormwater drainage network. Stormwater pollution control devices were incorporated into the design of several commercial developments mostly within the Commercial Precinct.

Soil and Groundwater

A former landfill, situated in the Cross Keys Precinct, was excavated and the site remediated and validated as suitable for future commercial and industrial development. Tonnes of hard rubbish were transported to licensed waste landfills and all scrap metal and building materials separated for recycling at local recycling and processing facilities.

Two former fuel facilities were excavated and the sites remediated and validated as suitable for future commercial and industrial development.

Tenants have been implementing tank integrity programs on leased sites. All tenant-owned USTs have groundwater wells installed for monitoring purposes. Numerous environmental site assessments (ESA) and routine groundwater monitoring events continue to be undertaken at various sites.

Two background groundwater monitoring wells were constructed inside the eastern airport boundary to assist PAL establish a groundwater quality baseline.

Two above ground diesel storage tanks were removed and the site assessed as meeting the relevant regulatory criteria.

A targeted groundwater monitoring program was completed in 2011, which has tailored the range of analytes sampled at each location. All PAL sites are monitored concurrently and a strategic review of results has been undertaken.

Land and Heritage Management

A new ephemeral spring (vernal) pool was constructed and inoculated, and two existing pools remediated in 2007 within the Vernal Pools Conservation Zone (VPCZ) as part of the Elder Smith Road construction project. The footprint for the road corridor was chosen to minimise detrimental impact to the sensitive vernal pool habitat. Through appropriate planning, off-target damage to native flora throughout the Elder Smith Road construction project was avoided.

An ecological monitoring program for the VPCZ commenced in 2006, including flora surveys, water monitoring and fauna observation, and the results posted on a public website. This was augmented in 2009 to include additional sampling parameters, and which led to the discovery of Shield Shrimp and Clam Shrimp in October 2010.

The 2009 Vernal Pools Conservation Zone Management Plan was developed to provide guidance for future protection and maintenance of the VPCZ. This is being revised to ensure compliance with the 2011 Master Plan. A Vernal Pools Revegetation Plan has also been drafted.

The SQMIP incorporated ecological health parameters of the unlined waterway network, setting a benchmark against which to compare results after conducting a trial replanting program to improve the biodiversity and biofiltration values of these waterways.

The Parafield Airport Landscaping Guidelines were revised and distributed in 2008, providing stakeholders with a more detail on species selection, drainage, irrigation, water features, and amenity value, aligned to the principles of water sensitive urban design.

All landscape plans were reviewed by the Environment Department as part of the Building Approval process. They are assessed against the PAL Landscape Guidelines to minimise bird attraction and water consumption.

Bird Management Committee meetings were held quarterly, with continued input from specialist ornithologist, Associate Professor David Paton. The network was expanded to include the City of Salisbury, Department of Environment and Natural Resources and the South Australian Homing Pigeon Association with a view to working collaboratively to reduce the risks of wildlife strikes.

The University of Adelaide undertook a bird risk assessment for Parafield Airport based on eight years of bird census and bird strike data and produced risk ranking for all species encountered on the airport. These rankings have since been used to inform ongoing bird management practices.

A sophisticated database was created to enable eight years of bird census and bird strike data to be analysed and the results represented graphically on a spatial (GIS) platform. This critical tool will aid PAL staff in assessing and reducing bird hazards at the airport.

Electronic data entry tools have been created on the PAL intranet for real time reporting and data sharing of wildlife strikes, wildlife harassment activities and fox control activities.

PAL liaised with the South Australian Homing Pigeon Association with the aim of increasing stakeholder awareness and understanding of bird strike risk. A fact sheet was developed for SAHPA members and other homing pigeon owners.

PAL established a Wildlife Risk Management Zone – encompassing a 3 kilometre radius around the airport – that highlights areas outside the airport boundary presenting a high risk of bird attraction. This will be used as a long-term tool for collaboration with local Councils to minimise bird strike risk to Parafield Airport.

The airport's Wildlife Hazard Management Plan and Wildlife Hazard Management Standard Operating Procedure were revised in May 2010.

Built heritage surveys of Parafield Airport have been undertaken providing a foundation for a future Heritage Management Strategy. Structures with heritage value will be appropriately managed, and where feasible within airport operational constraints, maintained or renovated to regulatory standard.

Local Air Quality

Zero community complaints were received by PAL relating to air quality in the past five years.

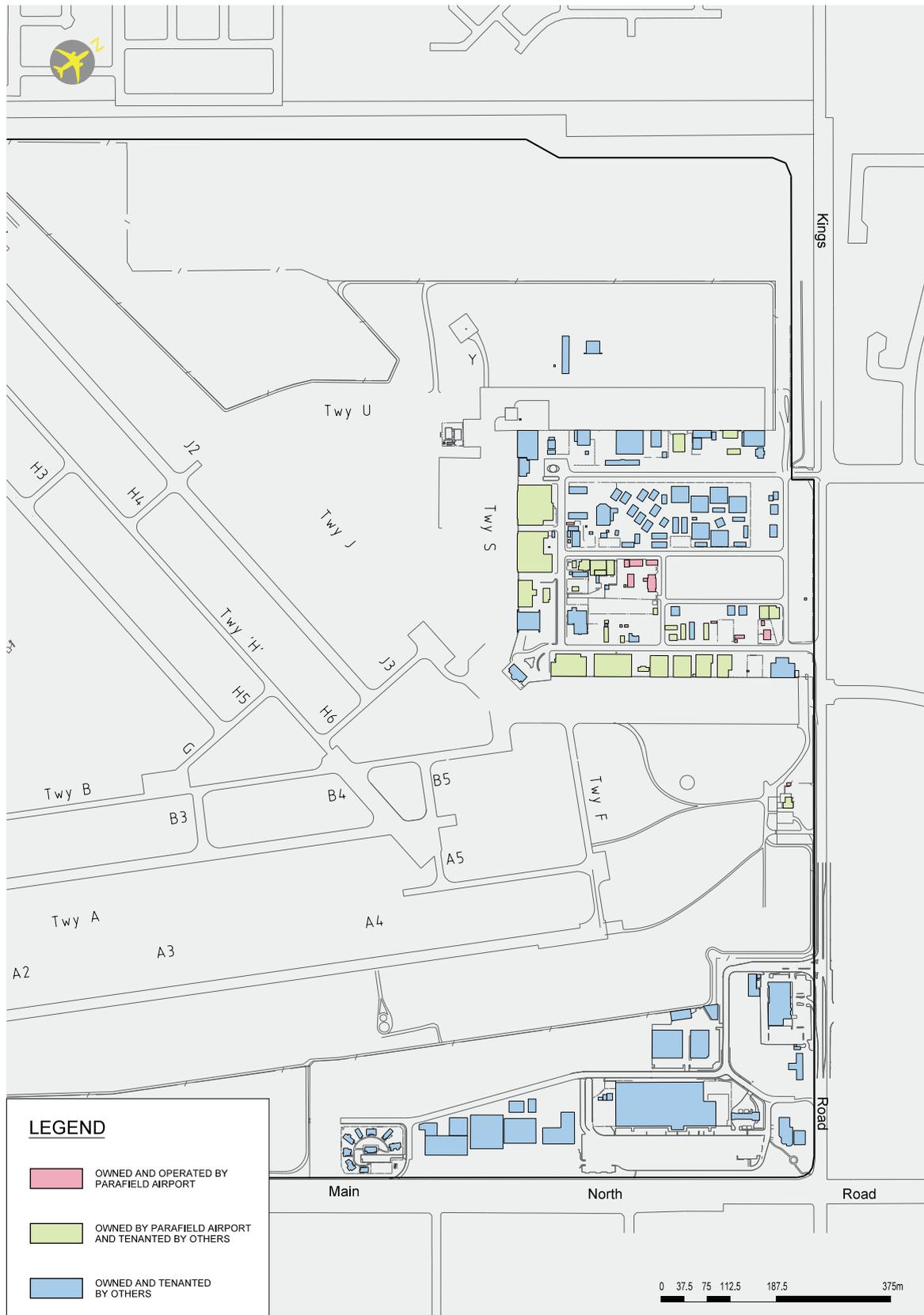
APPENDIX D
SITES OF ENVIRONMENTAL
SIGNIFICANCE

Sites of Environmental Significance



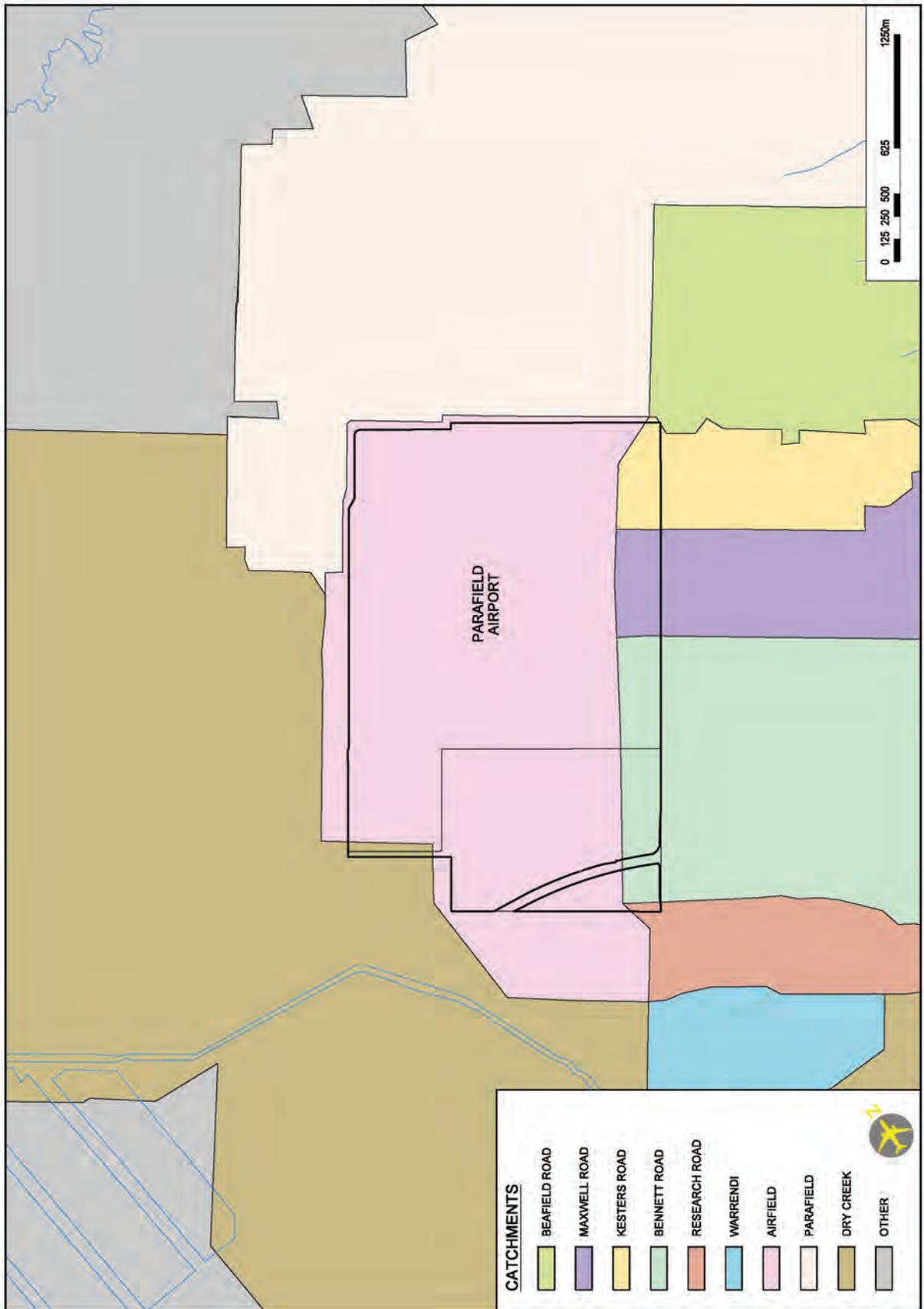
APPENDIX E
BUILDING OWNERSHIP
AND TENANCY

Building Ownership and Tenancy



APPENDIX F
STORMWATER CATCHMENTS

Stormwater Catchments



APPENDIX G
AIRCRAFT NOISE NOTIFICATION
TO MAWSON LAKES
PROPERTY OWNERS

Aircraft Noise Notification to Mawson Lakes Property Owners

20-MAR-2009 06:28 FROM CITY OF SALISBURY

TO 82815006

P.01/01

9

**Parafield Airport Noise Advice**

'This property is located adjacent to the Parafield Airport and is subject to frequent overflight and aircraft noise. Intending residents are encouraged to make their own enquiries and ascertain whether their circumstances are compatible with the ambient environment.'

'The Council has considered the proximity of the Subject Land at Parafield Airport and the potential implications of aircraft noise and having regard to a report prepared by Bassett Acoustics dated 19 December 1995, the Council has formed the view that, on the information currently before it, no special planning consideration or construction techniques aimed at reducing noise intrusion to dwellings constructed on the Subject Land (following its division into residential allotments) not any amendments to the Development Plan will be required.

Any enquiries in relation to this advice should be referred to:

Development Services ~ 8406 8222

TOTAL P.01

APPENDIX H
MAJOR DEVELOPMENT PLAN TRIGGERS
(AS AT FEB 2012)

Appendix H

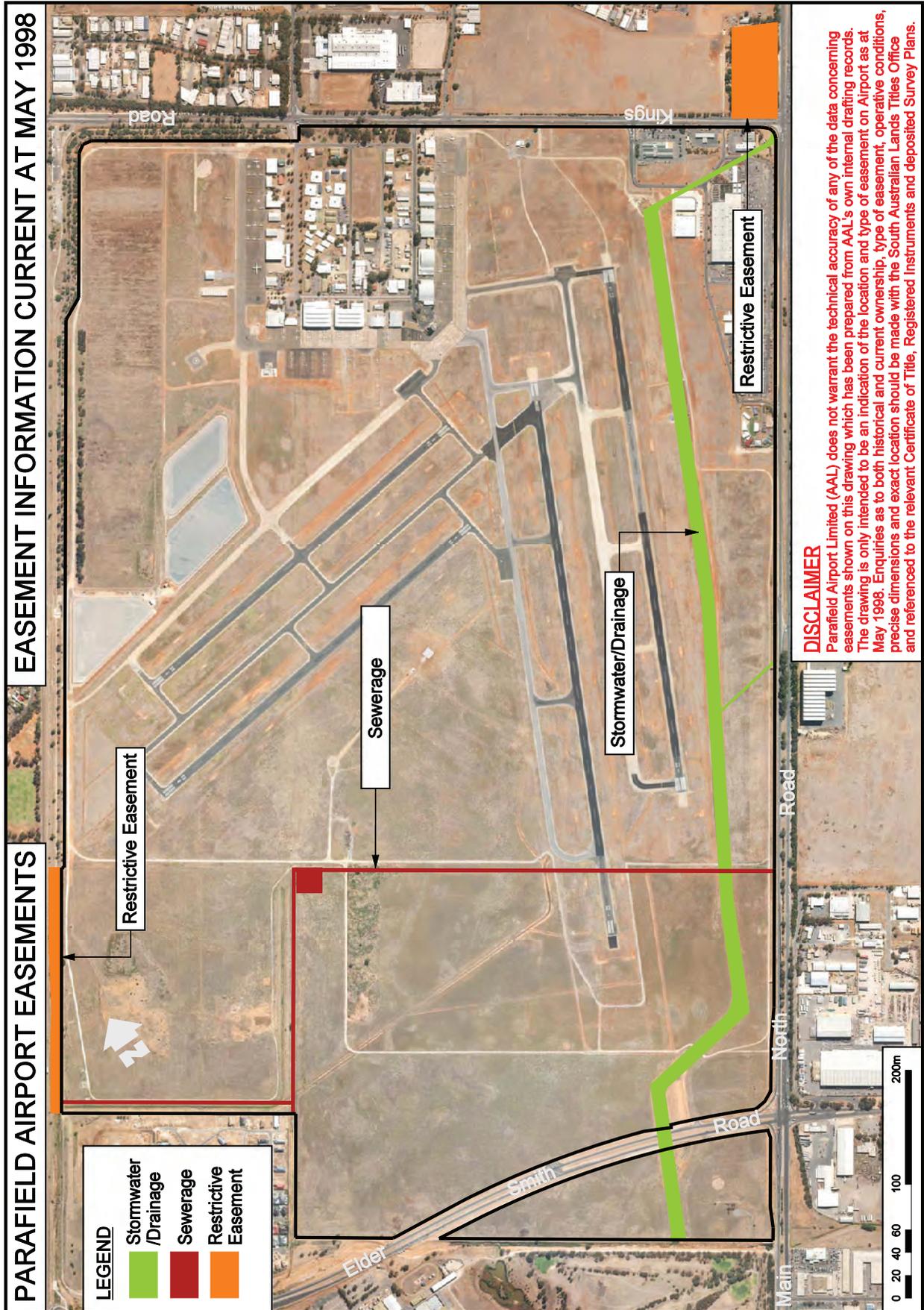
Major Airport Development – Section 89 Airports Act 1996

A major development plan is required for each major development at an airport where the following trigger conditions apply:

1. constructing a new runway; or
2. extending the length of a runway; or
3. altering a runway (other than in the course of maintenance works) in any way that significantly changes:
 - a. flight paths; or
 - b. the patterns or levels of aircraft noise; or
4. constructing a new building wholly or principally for use as a passenger terminal, where the building's gross floor space is greater than 500 square metres; or
5. extending a building that is wholly or principally for use as a passenger terminal, where the extension increases the building's gross floor space by more than 10%; or
6. constructing a new building, where:
 - a. the building is not wholly or principally for use as a passenger terminal; and
 - b. the cost of construction exceeds \$20 million; or
7. constructing a new taxiway, where:
 - a. the construction significantly increases the capacity of the airport to handle movements of passengers, freight or aircraft; and
 - b. the cost of construction exceeds \$20 million; or
8. extending a taxiway, where:
 - a. the extension significantly increases the capacity of the airport to handle movements of passengers, freight or aircraft; and
 - b. the cost of construction exceeds \$20 million; or
9. constructing a new road or new vehicular access facility, where:
 - a. the construction significantly increases the capacity of the airport to handle movements of passengers, freight or aircraft; and
 - b. the cost of construction exceeds \$20 million; or

10. extending a road or vehicular access facility, where:
 - a. the extension significantly increases the capacity of the airport to handle movements of passengers, freight or aircraft; and
 - b. the cost of construction exceeds \$20 million; or
 11. constructing a new railway or new rail handling facility, where:
 - a. the construction significantly increases the capacity of the airport to handle movements of passengers, freight or aircraft; and
 - b. the cost of construction exceeds \$20 million; or
 12. extending a railway or rail handling facility, where:
 - a. the extension significantly increases the capacity of the airport to handle movements of passengers, freight or aircraft; and
 - b. the cost of construction exceeds \$20 million; or
 13. a development of a kind that is likely to have significant environmental or ecological impact;
or
 14. a development which affects an area identified as environmentally significant in the environment strategy; or
 15. a development of a kind that is likely to have a significant impact on the local or regional community; or
 16. a Sensitive Development as defined under Section 71A of the Airports Act 1996 in relation to which the Minister has given an approval.
-

APPENDIX I
EASEMENTS AT PARAFIELD AIRPORT
(AS AT MAY 1998)



APPENDIX J
PARAFIELD AIRPORT COMMUNITY
INFORMATION BROCHURE

Parafield Airport Community Information

2012



About Parafield Airport

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

Parafield Airport Ltd manages approximately 1950 flights every week with the majority being student training flights. Situated amidst civilian national and international air traffic, 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 are estimated to be \$184.3 million towards the Gross State Product. It is estimated that entities that operate in association with Parafield Airport directly employ 823 people on-site and 184 people off-site, for a total of 1007 people.

As a prominent economic contributor to the northern suburbs, Parafield Airport Ltd also has a responsibility to local stakeholders, including nearby residents and businesses, to conduct its operations in a sympathetic and sustainable manner.

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.

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 Co-ordination Forum;
- Airport Emergency & Security Committees;
- Bird/Wildlife Management Committee;
- The new Parafield Airport web site and the Adelaide Airport web site;
- Individual letters;
- Public speaking circuit with local services clubs and industry meetings; and
- The quarterly newsletter - Plane Talking

We have installed an Airport Billing and Surveillance System (ABaSS) system and initiated the gathering of audited data from relevant airport tenants to ensure that an accurate assessment of known and forecast traffic numbers is available.

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

2 Parafield Airport | Community Information



Supporting the community

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

We will regularly review and update an information brochure for community consumption of the role responsibilities and communication methods related to the function of the airport.

We will continue to receive and process within seven working days any issues of concern relating to the airport and its operations and act as a conduit for those issues outside of our area of responsibility.

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

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 across the environment, community, business and tourism.

We're helping football and soccer clubs, young athletes, educational institutions, local council festivals, cultural programs and other local initiatives.

Airport environs

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.

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 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.

We would recommend that if you are considering buying or moving to the area,

especially within the three nautical mile control zone, that you consider the following before making a decision:

- Speak to people who are already living in the area.
- Check if the area is on the predominant inbound or outbound flight tracks attached herewith.
- Spend time in the street you are planning to move to or buy in. Make sure you are there when aircraft are operating.
- Feel free to contact airport management at either Adelaide or Parafield Airports for information on flight paths and aircraft traffic movements.





Where do aircraft fly at Parafield

As a guide to where aircraft fly around, into and out of Parafield Airport, now and in the future, a map showing the density of over-flights from arriving, departing and circuit training aircraft is included in this brochure.

The map is based on the theoretical maximum total number of aircraft movements that could occur annually at Parafield (450,000). 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 that they may expect to experience now and in the future.

Figure 1 (pg 6) is a plot of 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 levels of frequency. The arrival and departure tracks are based on information provided by AirServices Australia radar tracking from Adelaide Airport. The circuits tracking used and plotted is based on theory of training

aircraft currently and near future based at Parafield Airport. The assumptions include: A Normal Circuit is being flown, No wind, 15 degrees celcius.

Circuit flight tracks will vary from this 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 effect climb performance (rate);
- 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 - pg 7).

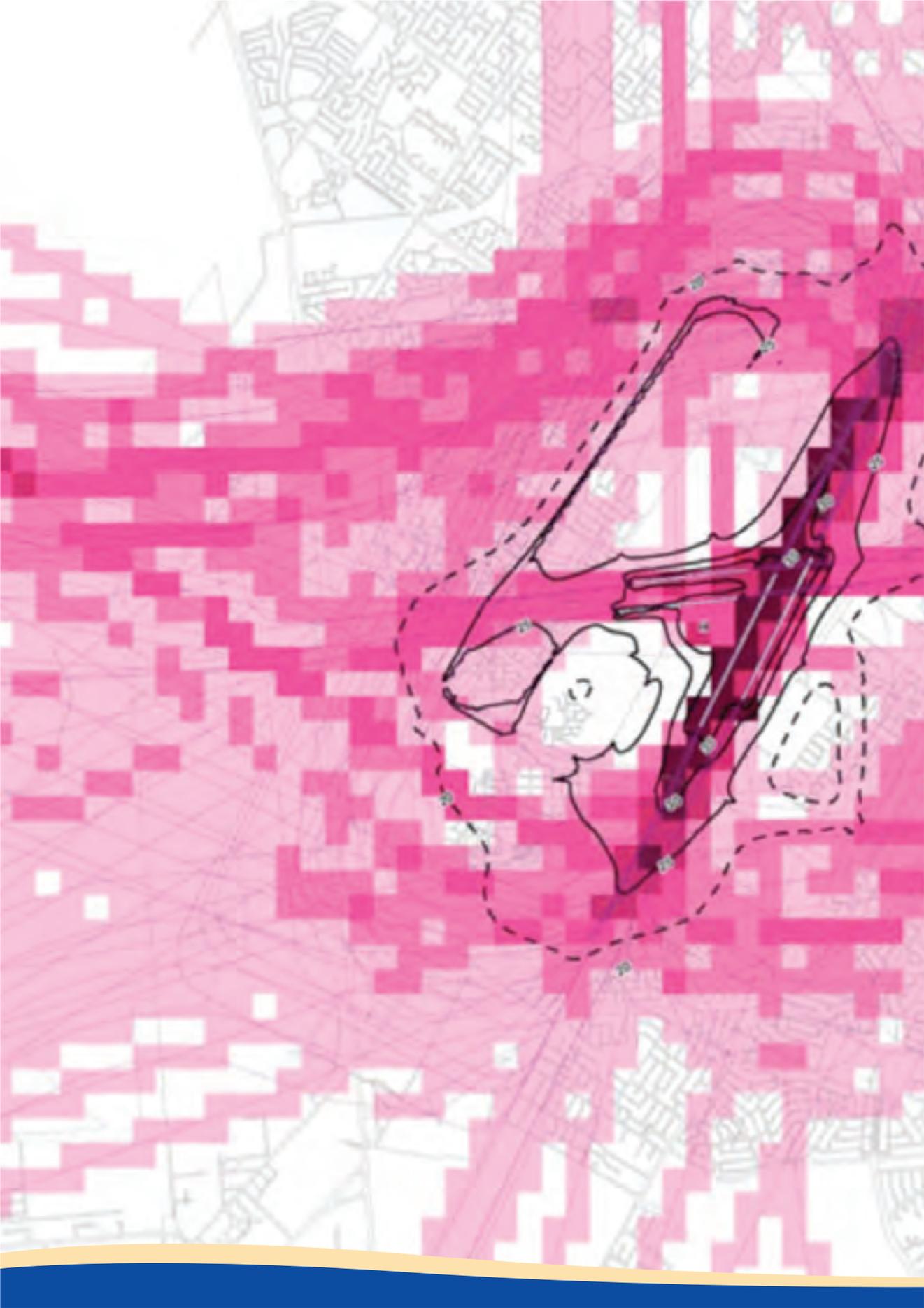




Figure 1

Total Movements

■ >200	(31)
■ 100 to 200	(47)
■ 50 to 100	(368)
■ 25 to 50	(680)
■ 1 to 25	(2162)
□ 0 to 1	(3186)

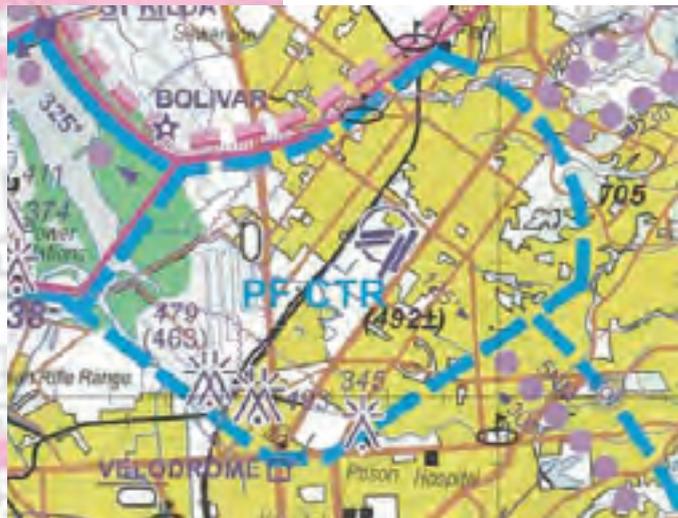


Figure 2 - Pilot's Screen View



Fly Friendly Program

Parafield Airport Limited encourages its aviation tenants to adopt a “Fly Friendly” principle in order to minimise the impact of aircraft operations on the surrounding community.

When safe to do so and/or under direction of the 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 designated and 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 (reduced noise).

8 [Parafield Airport](#) | Community Information

Tower hours

Parafield Airport is operationally open 24 hours 365 days of the year.

The Air Traffic Control Tower (the tower) operates from daylight to dusk seven days a week.

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

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

Pilot information

Pilots obtain information in regard to the operational requirements around all airports in Australia in a publication called "En Route Supplement Australia (ERSA)".

Pilots are required to follow this information unless it is unsafe to do so.

Below is an extract from ERSA 8 March 2012 with specific regard to flight training operations. It has been amended from Greenwich Mean Time to make it easier to read for non-pilots:

9.1 a) Training Operations

Circuit training is permitted only between the following hours:
 MON - FRI 0700 to 2300 local time.
 SAT 0700 to 2100 local time.
 SUN 0830 to 2100 local time.

b) Outside tower operating hours the operating runway is 03L/21R (Zero Three Left/Two One Right). This is the only runway used during hours of darkness.



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 1,000 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 (CASA) may approve operations at lower altitudes.

Police, Motor Accident Commission and Emergency Service helicopters may routinely operate at lower altitudes.

The altitude of most aircraft in the Parafield circuit is 1,000 feet, although helicopters fly at 800 feet to maintain safety separation from aeroplanes that are normally faster.

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 (AWIS) (08) 8258 4629.

10 [Parafield Airport](#) | Community Information





Helicopters

Helicopters operate at a different height (700 - 800 feet) to fixed wing aircraft to maintain safe separation between the two types. Helicopter training is performed wherever possible in the South/West area within the airport perimeter - see the maps inside this brochure.

Ground running of engines

Parafield Airport Limited has introduced procedures for the ground running of aircraft engines for distribution to 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 (EPA) Regulations apply.

These rules provide operators on the airfield with instructions to:

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

Who has responsibility?

Parafield Airport Limited (PAL) (on airport matters)

Manages and operates the airport under the mandate of the *Airports Act 1996* and Regulations.

PAL is responsible for those activities that take place on the ground and within the airport boundary.

www.adelaideairport.com.au
www.parafieldairport.com.au

Our full contact details are included on page 23 of this brochure.

Department of Infrastructure and Transport (DoIT)

Administers the relevant aviation portfolio and monitors compliance with the *Airports Act 1996*.
www.infrastructure.gov.au

Civil Aviation Safety Authority (CASA) (Safety/Flight Rules)

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 Licenses; 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 (AsA) (Air Traffic Control and Noise)

Airservices Australia provide Air Traffic Control at Parafield airport. At some larger airports they also provide Aviation Fire & Rescue service. They also provide and maintain a network of navigational aids and facilities to ensure the safe conduct of flight.

Under direction from the Federal Minister, AsA 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.

www.airservicesaustralia.com

Airservices Australia also has a web site called Web Trak, which allows the community to see aircraft tracks and noise data 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.

The **Aircraft Noise Ombudsman (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.

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

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

Mail:| Aircraft Noise Ombudsman
GPO Box 1985, Canberra City ACT 2601

Online: 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.





What to 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 (AsA). AsA also has responsibility for the Noise Monitoring Unit through a Noise Information phone line which records all enquiries and complaints, and on request AsA staff will respond to your concern.

The contact number is 1800 802 584. Alternatively use AsA's web-based form:

www.airservicesaustralia.com/aircraftnoise

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 (CBD) 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 aerodrome 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 recreation and 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 practical ultimate capacity for 450,000 fixed wing and rotary wing aircraft. It is not expected to reach this capacity for at least 20 years.

Economic Impact: The full economic impacts associated with the operations of Parafield Airport are estimated to be a contribution of \$184.3 million to Gross State Product (2011).



Employment: It is estimated that entities that operate in association with Parafield Airport directly employ 823 people on-site and 184 people off-site, for a total of 1007 people (2011).

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

Runways: There are four runways at Parafield Airport. They are:

Runway 03L/21R, measuring 1350 metres

Runway 03R/21L, measuring 1270 metres

Runway 08L/21R, measuring 992 metres

Runway 08R/26L, measuring 992 metres

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.

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 to SA's northern mines.

More information: Go to www.parafieldairport.com.au.



Parafield Airport Flying Training Frequently Asked Questions

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

A. Parafield is required to operate 24 hours a day 7days of the week, however by agreement the flying schools have restricted circuit flying to:

- Monday to Friday 7.00am - 11.00pm
- Saturday 7.00am - 9.00pm
- Sunday 8.30am - 9.00pm

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

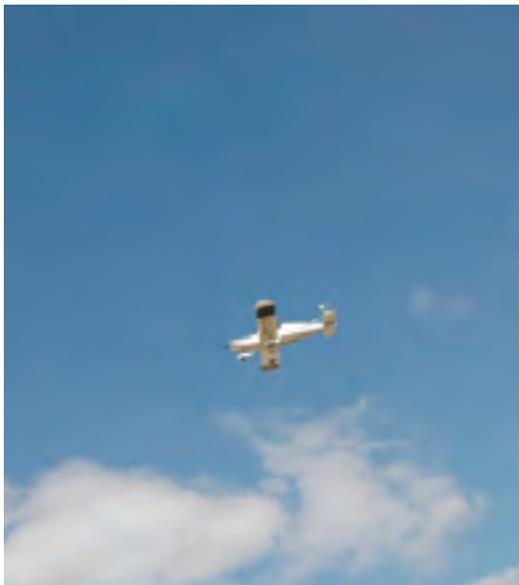


Figure 3

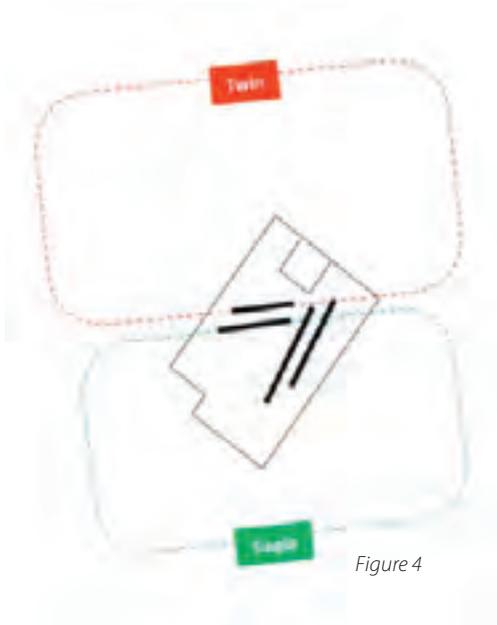


Figure 4

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 3). When winds dictate use of runways “Zero Eight and Two Six” (08/26) are in use twin engine aircraft generally circuit to the North and singles to the South (refer Figure 4).

Figure 5



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 as per Figure 5 above. Due to courses reaching differing stages, this will mean some nights will have multiple aircraft operating and other nights none at all.

Parafield Airport Flying Training - Frequently Asked Questions *cont*

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 is unrestricted.

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.

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. As the demand for pilots grows and the industry in general develops, a commensurate growth in air traffic is to be expected.

Q. The airport states around 200,000 “movements” occurred at Parafield in 2010/2011. 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 the training aircraft operate over the Salt Pans instead of the suburbs?

A. Yes, but not for circuit flying. The salt pans to the West of Parafield Airport are not part of the Parafield air space. This area is used for aircraft departing to and arriving from the West and North. The most commonly used training area for pilots from Parafield is to the North of St Kilda and requires many inbound and outbound aircraft to transit this area.

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 the Civil Aviation Safety Authority, part of which is compliance to a noise measurement standard. As an airport operator, Parafield Airport Limited does not have any jurisdictional delegations 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 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 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 principles are a set of guidelines that the Flying Training Schools follow 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 principles and proposals to apply for changes to airspace.

Parafield Airport Flying Training - Frequently Asked Questions *cont*

Q What does the Airport do to assist the community?

A. The assistance the airport brings to community can be assessed in two specific fields:-

Socio Economic:-

Parafield Airport as a whole is assessed as making a contribution of \$184.3 million to Gross State Product and supports 1007 full time equivalent jobs annually.

The flying training schools additional contribution from student fees, spend and the value of visiting friends and relatives adds \$34 million to Gross State Product and equivalent 404 full time equivalent jobs.

(Hudson Howell May 2012)

Corporate Social Responsibility:-

Our interaction and engagement with the community is done through the lens of a socially responsible company. In other words, we invest where it will generate a lasting benefit to the community.

‘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 sporting and services clubs.



Q. How is Flying Training changing?

A. There are many flying training initiatives under way at Parafield which are changes from traditional norms:

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 (ATPL) require transition training which consists predominantly of classroom theory. Flying can be as little as 7.5 hours.

Simulators

Flight Training Adelaide is increasing its number of flight simulators from three to seven. The state-of-the-art, advanced training simulators will handle much of the pilot training that was once done in the air.

Other flight training operators at Parafield Airport include:

- University of SA Aviation Academy;
- Forsyth Aviation;
- Bruce Hartwig Flying School; and
- Adelaide Flight Training Centre.

Contact Details

Parafield Airport Limited
Building 18 - Tiger Moth Lane Parafield
Airport South Australia 5106

Telephone (08) 8307 5700
(Business Hours 0900 - 1700)
Fax (08) 8281 5006

Web: www.parafieldairport.com.au

