

Parafield Airport Consultative Committee (PACC) Minutes of Meeting



Date: Thursday 20 February 2020

Starting time: 2:00 pm

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

1.0 Welcome

The Chairman opened the meeting at 1401 hrs and welcomed those present.

2.0 Attendance

Present	Company
Russell Synnot – Chair	Synnot & Wilkinson
Emma Boulby	Adelaide/ Parafield Airport Limited
Brenton Cox	Adelaide/ Parafield Airport Limited
Leigh Gapp	Adelaide/ Parafield Airport Limited
Rob Kaftan	Adelaide/ Parafield Airport Limited
Alicia Bickmore	Adelaide/ Parafield Airport Limited
Brett Eaton	Adelaide/ Parafield Airport Limited
Matthew Eygenraam	Adelaide/ Parafield Airport Limited
Sue Trussell	Adelaide/ Parafield Airport Limited
Adam Skubala	Airservices Australia (ASA)
Robin Coleman	City of Tea Tree Gully
Juergen Ruppert	Department of Planning, Transport and Infrastructure (DPTI)
Derek Pratt	Aerostar/ Helistar
Adam Duncan	City of Salisbury
Peter Jensen	City of Salisbury

Apologies	Company
Mark Young	Adelaide/ Parafield Airport Limited
Kym Meys	Adelaide/ Parafield Airport Limited
Jamie Sangster	Adelaide/ Parafield Airport Limited
Brenton Burman	AECOM
Blair Boyer MP	State Member for Wright
Michael Brown MP	State Member for Playford
Tony Zappia MP	Member for Makin
Pine Pienaar	Flight Training Adelaide (FTA)
Peter Atkins	Department of Infrastructure
Sarah Tink	Department of Infrastructure
Joseph Solomon	Department of Infrastructure
Chris Kumar	Airservices Australia (ASA)

3.0 MINUTES OF PREVIOUS MEETING – 14 November 2019

Moved Juergen Ruppert and Seconded Robin Coleman - the notes of the 14 November 2019 meeting be adopted and carried.

4.0 CORRESPONDENCE

4.1 Correspondence In:

- Reports
- Email from resident requesting a public Q&A meeting

4.2 Correspondence Out:

- Previous Minutes and Agendas

5.0 ACTION ITEMS

5.1 Update Report on PFAS Monitoring Program Results

Please refer item 10.1.

5.2 The Commonwealth Department - Sun-Setting Regulations

On 24 August 2018, the Attorney-General issued the Legislation (Airport Instruments) Sunset-altering Declaration 2018, to align the sunsetting dates of the instruments to 1 April 2024. The review process has included consultation in the form of workshops, a public online survey and direct consultation with the airport operators. Outcomes of the review process to date indicate none of the instruments can be allowed to sunset as they all regulate areas that are appropriate and necessary for regulation. However, most of the instruments include some elements that are no longer fit for purpose. The identified issues are mostly a consequence of the passage of time since the regulations were made. The Department will be in touch with all airports in the near future to discuss next steps.

5.3 Fly Friendly Program

Please refer item 6.4.

5.4 Update on the flight movements study

Please refer item 6.4.

5.5 Carbon footprint calculation

Please refer item 10.2.

5.6 Notification to new property owners

This item relates to Council notifications to new property owners who are purchasing properties which are affected by aircraft noise. A local Council sought some legal advice and the notifications have recently changed. The City of Salisbury will follow up.

5.7 Outcomes of the review of the Ground Running Policy

Please refer item 6.4.

6.0 AIRPORT UPDATE

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

6.2 Property Development Report – The report was tabled and taken as read and the following was noted: A question was asked about the location of the potential “On The Run” (OTR) development on Main North Road. The proposed location is south of the District Outlet Centre.

6.3 Environment Report – The report was tabled and taken as read and the following was noted: It was noted that the wildlife strike summary for the quarter was low. A similar decrease was also noticed at Adelaide Airport.

6.4 Technical Working Group (PATWG) – A number of items were discussed at the last meeting.

Fly Friendly

The City of Salisbury requested a review of the Fly Friendly Program hours. Based on a request from the ANO office which queried the movement data, the Airport has undertaken a gap analysis to gather more accurate aircraft movement data from a number of sources, which gives the opportunity to assess aircraft noise at all hours from aircraft movements. A presentation is intended at the next meeting on the findings of the data gathering data project. It was noted FTA have been trying numerous ways to try reduce noise impacts. This includes flying aircraft at Murray Bridge, the type of training on the weekend, re-education and briefings to instructors.

Community

The Airport reached out to ASA and all flight training schools to assist with reducing noise while the Darwin Defenders Commemoration Service was held in February. A letter requesting a Public Q&A meeting was tabled and discussed. The request was referred to PAL for further consideration.

Letter

A letter was received from Mr Blair Boyer requesting information which the Airport was able to provide.

Ground Running

A review of the policy commenced last year following complaints and proposed changes. The proposed changes include moving the start time on Saturdays from 7am to 8am and moving the start time on Sunday from 7am to 9am. A review of the out-of-frame Ground Running location is being conducted, but it appears to be currently located at the most optimal airside location at the Airport for noise.

7.0 AIRPORT AGENCY UPDATE

7.1 Department of Infrastructure

Departmental Update

As part of broader machinery of government changes, the Infrastructure Department has merged with the Department of Communications and the Arts, and is now known as the Department of Infrastructure, Transport, Regional Development and Communications (the Department).

Ms Janet Quigley is currently acting Executive Director of Aviation and Airports for the foreseeable future

National Airports Safeguarding Advisory Group (NASAG)

NASAG met on 21 August 2019. The group agreed the Terms of Reference (ToR) for the Implementation Review of the National Airports Safeguarding Framework guidelines (NASF) at this meeting. The ToR are available on the Department's website.

The Implementation Review commenced on 2 September 2019 and seeks submissions from interested industry stakeholders on how NASF has been/is being implemented. The submission period closed on 22 November 2019.

The Implementation Review draft report is anticipated in early February 2020 to coincide with the NASAG meeting, and the final report is expected to be presented to the Transport and Infrastructure Senior Officials Committee (TISOC) in the first half of 2020. The review report will put forward recommendations on measures which could enhance further implementation of NASF guidelines.

The NASAG 2019-2021 Forward Work Program was also finalised at the August meeting. The program includes a review of the assessment trigger area in Guideline B (windshear), review of Guideline D (wind farms) and review of Guideline C (bird and wildlife strike).

Under NASF Guideline I – Public Safety Areas, the Department is responsible for policy advice regarding public safety risks within the boundaries of leased federal airports. The Commonwealth expects airports to consider public safety risk in planning and developments on-airport.

It is the responsibility of each state and territory to implement the NASF in their respective planning systems.

The next NASAG meeting will be held in March 2020, where the draft Implementation Review report will be considered.

General enquiries regarding the NASF may be directed to the Director, Airspace Protection and Safeguarding, Department of Infrastructure, Transport, Regional Development and Communications or by email to safeguarding@infrastructure.gov.au.

7.2 State Department of Planning, Transport and Infrastructure Report – Nothing to report.

7.3 Airservices Australia (ASA) Report –

Draft Flight Path Design Principles

ASA conducted a national stakeholder consultation on Airservices Draft Flight Path Design Principles that will shape how flight path changes are designed, developed and implemented in the future. The consultation did not include discussions on specific flight path changes occurring in any one location. The consultation was focused solely on the Draft Principles.

ASA used a range of approaches to engage with stakeholders, including a National Online Survey, six Face-to-Face Community Workshops, three Industry Stakeholder Panels, and two Community Pop-up Stalls interstate (to promote completion of the Survey).

Locations for Community Workshops and Industry Stakeholder Panels were selected to ensure views from across Australia were received. In selecting locations, a balance of aircraft operations (including general aviation, civilian and military), capital city and regional areas were included and had access to broad community, government and industry representation.

New Format Online Reporting

The new format was effective from October 2019. The data is provided monthly rather than quarterly and replaces Airservices quarterly reporting, both online and for the Parafield TWG and PACC. Monthly information is updated on the 10th business day of each month. Airservices will continue to provide commentary both online and to Parafield TWG and PACC, on increased complainants, issues or other complainant investigations by the NCIS. Yearly reviews will continue to be provided. Any issues that are not noise related will not be included in this reporting. This format is sourced directly from the NCIS database, and is based on contacts received in the calendar month. As the NCIS updates issues and case classifications during the course of their investigation into a contact, it is possible that slight variations will occur in the reporting to the previous month, when the current month is uploaded.

2019 Year in Review Complainants

- 147 complainants in 2019, an increase from 69 complainants in 2018;

- Complainant numbers began to increase in Q4 2018 and the trend continued each quarter of 2019;
- 113 new complainants contacted the NCIS in 2019 and these accounted for 77% or all complainants in 2019;
 - Fixed wing circuit training was the main concern of these complainants;
 - The majority of new complainants reside in suburbs not newly overflow;
- Fixed wing circuit training remains the main issue affecting 92% of complainants;
- General aviation aircraft concerned 12 complainants, and these were concerned with the standard flight routes to and from the airport;
- Night movements concerned two complainants and emergency services concerned one complainant;
- 18 separate suburbs recorded concerns with aircraft operations from Parafield Airport;
- Five suburbs recorded a single complainant;
- Mawson Lakes recorded the most complainants (48); 37 or 80% were new complainants;
- Sixteen suburbs recorded new complainants, those recording the most besides Mawson Lakes were:
 - Parafield Gardens (11)
 - Gulfview Heights (10)
 - Pooraka (7)
 - Salisbury (6)
 - Para Hills (5).

A detailed Airservices online noise reporting can be accessed here
<http://www.airservicesaustralia.com/aircraftnoise/airports/>

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

- directly via [WebTrak](http://www.airservicesaustralia.com/aircraftnoise/webtrak/) - www.airservicesaustralia.com/aircraftnoise/webtrak/
- using Airservices [online form](http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/) –
www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/
- by **calling** 1800 802 584 (freecall).
The hotline is staffed Monday to Friday, excluding public holidays, from 9 am-5 pm Sydney time.
- by **fax** (02) 9556 6641 or
- by **mail** –
Noise Complaints and Information Service
PO Box 211, Mascot NSW 1460

7.4 Aircraft Noise Ombudsman Report – Nothing to report.

7.5 Flight Training Adelaide (FTA) Uni SA Aviation Academy Report – Nothing to report.

7.6 Bruce Hartwig Flying School Report – Nothing to report.

8.1 PLANNING AND LOCAL GOVERNMENT REPORTS

8.1 Planning Co-ordination Forum (PCF) Report –

Aside from the usual business of the Forum, the focus was on an update from the Department of Planning, Transport & Infrastructure in relation to the State's Planning & Design Code (The Code) – specifically in relation to airport operations and surrounding development controls. It was noted draft comments close next Friday (28 February 2020) and then another round of consultation will occur.

8.2 City of Salisbury – Water Harvesting Scheme Update 2019/20 – as at 30 December 2019. 101ML of recycled stormwater has been provided from the Parafield ASR scheme to community and commercial customers across Salisbury so far this financial year. In the period 1 July 2019 to 30 December 2019, Salisbury Water has treated and injected 229ML at Parafield Airport.

The Council noted a planning reform submission has been submitted and has raised their concerns.

8.3 City of Tea Tree Gully – Nothing to report.

8.0 OTHER / NEW BUSINESS –

A question was asked if aircraft will be using GBAS for landing (possibly replacing OLS) and if the new training facility at Wellcamp Airport will use this technology. It was noted no recent discussion have been had about this at ASA.

An electric aircraft was trialled at Parafield Airport. Parafield is excited about the prospect of electric aircraft and will follow the progress of the trial.

9.0 PRESENTATIONS

9.1 PFAS Update

A map was shown to the Committee members of the groundwater well sites and monitoring sites. It was noted that the risk to human health is low off airport and an additional 3 wells have been installed for testing to confirm this.

10.2 Carbon Footprint Calculation

As part of our Climate Action, the Airport's carbon footprint is calculated. When calculating the carbon footprint, the operational organisation boundary is set and data collected (tally items which omit carbon). PAL achieved level 3 'optimisation' since 2015. To achieve this level, it requires reduction in scope 1 and 2 and engage with scope 3 to influence.

The Primarily PAL emissions associated with:

- Scope 1 – fuel;
 - Emergency generators;
 - Vehicles;
- Scope 2 – electricity;
 - PAL electricity.

The Airport has undertaken a number of initiatives to reduce our carbon footprint:

- Electric vehicles;
- New efficient diesel vehicles;
- Solar on several buildings;
- LED lighting upgrades; and
- HVAC upgrades.

It was noted that the PAL carbon footprint is low compared to other Airports and this data is reported annually in our Annual Report. It was also noted that PAL was the first training school to get an accreditation level 3.

10.3 Update on the flight movements study

Please refer item 6.4.

10.0 ACTION ITEMS FOR NEXT MEETING

- 10.1 Update Report on PFAS Monitoring Program Results
- 10.2 Commonwealth Sun-Setting regulations – ongoing item
- 10.3 Fly Friendly Program
- 10.4 Update on the flight movements study
- 10.5 Notification to new property owners
- 10.6 Outcomes of the review of the Ground Running Policy

Date of Next Meeting – Thursday 21 May 2020

Meeting Closed – 2:42pm