



# Master Plan

## Parafield Airport

Volume 4: Community Plan

November 2012

[www.parafieldairport.com.au](http://www.parafieldairport.com.au)





# TABLE OF CONTENTS

|    |                                       |     |
|----|---------------------------------------|-----|
| 15 | INTRODUCTION                          | 129 |
| 16 | COMMITMENT TO SOCIAL SUSTAINABILITY   | 131 |
| 17 | STRATEGIC OBJECTIVES                  | 133 |
| 18 | PLAN STRUCTURE                        | 135 |
| 19 | COMMUNITY FOCUS                       | 137 |
|    | 19.1 COMMUNITY CONSULTATION           | 137 |
|    | 19.1.1 Business                       | 137 |
|    | 19.1.2 Community                      | 137 |
|    | 19.1.3 Environment                    | 138 |
|    | 19.1.4 Public Consultation            | 138 |
|    | 19.1.5 Sponsorships                   | 138 |
|    | 19.1.6 Community Information Brochure | 138 |
| 20 | FOCUS AREAS                           | 141 |
|    | 20.1 Investment                       | 141 |
|    | 20.2 Partnership                      | 141 |
|    | 20.3 Engagement                       | 141 |
|    | 20.4 Assistance                       | 142 |
| 21 | CONSULTATION                          | 143 |
|    | 21.1 On-going Consultation            | 143 |
|    | 21.2 Master Plan Consultation         | 143 |
|    | 21.3 Consultation Comment             | 144 |
|    | REFERENCES                            | 148 |

## LIST OF TABLES

|            |   |
|------------|---|
| Table 18.1 | Structure of Objectives, Focus Areas and Management Actions |
| Table 19.1 | Consultation Forums   |
| Table 21.1 | Ongoing Consultation Mechanisms                             |
| Table 21.2 | Pre-Public Comment Consultation                             |



# 15 INTRODUCTION

PAL became the airport lessee company for Parafield Airport on 28 May 1998. As the airport lessee company, PAL has the responsibility of managing airport operations for a 50 year period up to 2048 with an option to extend this by a further 49 years to 2097. Parafield Airport is an internationally recognised flight training airport with a significant employment base in the northern metropolitan area. PAL's focus is on the dual business objectives of operating a safe airport and developing high standard aviation and commercial facilities, encapsulated in the company's Mission Statement:

- PAL develops and operates Parafield Airport as a business enterprise.
- We deliver safe and efficient facilities for passengers, aircraft, freight and property services for tenants and retailers, alongside general commercial developments.

As an employment hub, Parafield Airport is well positioned to maximise the efficiency of surrounding transport infrastructure to develop and grow into a multi-use economic centre. PAL plans to

proceed with airport development in a manner which is compatible with adjacent land uses and optimum development policies, whilst ensuring the operational integrity and economic viability of the airport.

Located in suburban Adelaide, PAL respects and values its relationship with the communities it serves, in particular, those of the northern suburbs including the immediate neighbouring communities of Parafield Gardens, Salisbury, The Levels, Para Hills, Mawson Lakes and Greenfields.

Sustainability is at the core of PAL's business, with environmental management and community needs considered in all stages of planning, development and facility management. PAL aims to provide infrastructure and developments that are of the highest quality in alignment with the broader social needs of staff, tenants, airport users and the wider community in addition to operational and economic objectives.





# 16 COMMITMENT TO SOCIAL SUSTAINABILITY

The PAL Sustainability Policy provides the foundation for the MP that comprises five integrated volumes, namely an Airport Master Plan, Ground Transport Plan, Sustainability Plan (Environment Strategy) and Community Plan, plus Appendices.

As stated in the Sustainability Policy, PAL's corporate vision and ongoing success is founded on building and maintaining the three pillars of responsible business practice – sustainable financial, environmental and social management. To ensure that our business thrives and is managed in a manner that promises to meet the needs of future generations, PAL must respond positively and innovatively to local and global financial, environmental and social challenges. How PAL plans to address these challenges is described throughout the five volumes of the MP.

The central focus of this Community Plan is for PAL to take an active role in the development of Parafield Airport and the surrounding suburbs as a place where people can enjoy a better quality of life now and into the future. Within the Community Plan, PAL sets out the core objectives and actions employed to maximise the company's positive impact on the people it interacts with, in balance with the other two sustainability pillars.

Since inception, PAL has prided itself on being an active community stakeholder and responsive corporate citizen, listening to and working with our neighbours to better understand, empathise with and act on issues of concern. This is reflected in the company Vision Statement:

- Parafield Airport will be a successful, modern, GAAP Airport promoting the economic benefits and cultural experience of South Australia.
- Customer service, critical to our success, will be provided at the highest levels to our community and stakeholders.
- Our people will be continuously developed to provide them with the requisite skills and experience to perform their duties efficiently.
- The environment, safety and security remain paramount.

PAL has an ongoing commitment to consciously incorporate public interest into its decision making. The structure of the MP not only formalises that commitment and what has been standard business practice for PAL but establishes a framework reflecting heightened corporate responsibility and fast-tracking PAL's preparedness for reporting against its sustainability objectives.







## 17 STRATEGIC OBJECTIVES

PAL's Sustainability Policy forms the foundation of the Community Plan which in turn will be implemented through the Sustainability Program. The objectives underpinning this Community Plan are to:

- improve PAL's contribution to the local community;
- ensure PAL's objectives are aligned with broader community needs;
- ensure all areas of community interface and impact are identified, managed and considered in PAL's decision making;
- facilitate PAL's objective of remaining an industry leader in airport operations and environmental management meet the needs of our customers;
- embed social sustainability principles through PAL staff and the supply chain; and
- ensure all stakeholders are consulted in, and given adequate opportunity to influence and inform, PAL's regular planning processes.

The Sustainability Policy is provided in Section 9 of the Sustainability Plan (Volume 3) of this MP.





## 18 PLAN STRUCTURE

The structure given to each of the following sections of this Plan is outlined in Table 18.1. Stated objectives provide the community-based focus for PAL's Sustainability Program over the next 20 years in alignment with our company vision and assessed against the Sustainability Policy. In realising each objective PAL will consider the three pillars of sustainability – financial, social and environmental – in all its business activities and decision-making processes.

Focus areas are defined for the coming 5-year Master Plan period supported by those management actions identified by PAL as aligning with each area.

The stakeholder(s) responsible for each management action is provided to offer a more robust framework for implementing our Sustainability Program.

**Table 18.1 Structure of Objectives, Focus Areas and Management Actions**

| Focus        | Management Action (2012-2017)   | Responsibility           |
|--------------|---|--------------------------|
| Investment   | Continue to provide support to community groups, not-for-profit organisations and charities through a targeted sponsorship program in accordance with PAL's Sponsorship Policy  | PAL                      |
| Partnership  | Continue to partner with Education Agencies by participating in programs that assist in creating a vocational bridge for young people transitioning from school to the workforce  | PAL                      |
|              | Establish a research partnership with a tertiary institution to support PAL's environmental sustainability programs, including but not limited to management of climate change initiatives, wildlife safety and Vernal Pools  | PAL/Tertiary Institution |
|              | Establish a partnership with local schools to develop and deliver a curriculum covering PAL's environmental sustainability program  | PAL/Schools              |
| Engagement   | Encourage participation by non-Executive managers and staff in professional and industry bodies and to speak to social and business groups, including at conferences and other forums   | PAL                      |
|              | Encourage more participation by tenants in the Tenant Environment Group and more broadly in sharing information and knowledge on environmental management issues  | PAL/Tenants              |
|              | Establish a staff volunteering program where allocated time given to volunteer activities is sponsored by PAL   | PAL                      |
|              | Establish a staff and tenant 'green champion' program to drive environmental initiatives in the workplace   | PAL/Tenants              |
|              | Engage with the local Councils as required on regional bird and wildlife management issues to help reduce the safety risk to aviation   | PAL/Councils             |
| Assistance   | Continue to drive PAL's internal equal opportunity program  | PAL                      |
|              | Expand the disability access web page on the AAL/PAL website to provide additional information for travelers and visitors with special needs  | PAL                      |
| Consultation | Continue to facilitate consultation with stakeholders on Major Development Plans in accordance with regulatory requirements   | PAL                      |
|              | Conduct the 2017 Master Plan consultation program with airport stakeholders in accordance with regulatory requirements  | PAL                      |
|              | Continue to consult regularly with stakeholders through existing forums including: <ul style="list-style-type: none"> <li>· the Parafield Airport Consultative Committee</li> <li>· Airport Emergency and Security Forums</li> <li>· State Ministerial Briefings and</li> <li>· Wildlife and Bird Management Committee</li> </ul> | PAL/Stakeholders         |



# 19 COMMUNITY FOCUS

## 19.1 COMMUNITY CONSULTATION

Located in a part of Adelaide's fastest developing Metropolitan areas, PAL respects its relationship with the communities it serves, in particular, Adelaide City, Salisbury, Tea Tree Gully, Mawson Lakes and Greenfields areas.

PAL acknowledges that as custodians of the airport it has a major impact on the local area and whilst we may not be the controlling authority on the issues of concern to the community such as noise and flight paths, we have adopted a proactive approach of listening to and working with our neighbours to better understand and empathise with their concerns as reflected in our Corporate Vision and Mission.

The Master Plan also aligns with the Company's corporate strategy and marketing plan and sets the scene for generally reflecting 'best practice' and enhancing preparedness for the reporting, of our corporate responsibility.

The marketing plan documents the PAL marketing strategy and brand values and the communications plan compliments the marketing plan documenting a strategy for public relations activities and the objectives, operations and membership of an Issues and Communications Group.

The PAL media policy provides guidance on how media contact and response is to be managed by PAL and its providers.

PAL also has a sponsorship policy to provide corporate guidance on the sponsoring and issue of grants and donations to individuals, groups and charitable organisations that satisfy a robust assessment process. A more detailed summation of our sponsorship program is addressed later in this section.

Our community relationships, demonstrate our sensitivity to the social footprint of our economic activity, enabling a balanced investment to be made in South Australia's future while providing practical program direction, to existing and potential stakeholders.

### 19.1.1 Business

The sustainability of PAL is dependent on a business community that safeguards and replenishes its social, economic and environmental assets for future generations. Our support in this area is aimed at enhancing the promotion of the economic benefits and cultural experience of South Australia.

Linking our various development and business plans, with the corporate responsibility pillars re-enforces a central PAL message - 'more than just an airport' and in turn enhances the diverse opportunities the airport precinct provides.

Furthermore, we support initiatives that develop young leaders in business and tourism in South Australia as well as develop relationships within key industries and international markets of importance.

A sample list of support includes:

- Salisbury Amateur Athletics Association;
- Port Community Partnership;
- Tea Tree Gully Painting and Ceramics Exhibition and Competition;
- Gleeson College;
- Mawson Lakes Matsuri Festival; and
- Flying Training Scholarship to Commercial Pilot Licence level.

### 19.1.2 Community

PAL's commitment to the community is directed at keeping our neighbours and stakeholders informed, assisting young South Australians reach their potential through support of the arts, educational initiatives and community based sporting participation. It is also aimed at giving young South Australians opportunities and in doing so, assisting in building community diversity, creativity and self esteem.

We recognise that as a company we have a significant community involvement program. Our staff are encouraged and supported in volunteering their time and expertise to organisations in the communities in which they live and work. Key to this activity is the centralisation of managing and capturing, the effort across our company and ensuring it meets the broader objectives of the organisation and the work loads of the individuals and departments involved.

### 19.1.3 Environment

PAL has a strong commitment to environmental excellence. As the custodians of South Australia's premier training airport, we are proud to be part of Adelaide's push to expand green energy use and reduce greenhouse gas emissions championing initiatives at the forefront of the aviation industry.

Support for the environment has been and will continue to be centred on 'partnering' activities with local resident groups, not for profit organisations such as Trees for Life and major infrastructure and community access initiatives with the South Australian Government and Salisbury, Local Councils.

### 19.1.4 Public Consultation

The public consultation process is an integral part of the development of this MP. Consultation and collaboration has and will continue to occur within the community through a number of media and formal forums. These are detailed in Table 19.1.

PAL also has a commitment to informing the communities of developments and changes to the airports through a comprehensive speaking circuit program, regular newsletters, which include environmental specific news, a new website and active participation in social media (facebook, twitter, my-space, flickr etc.) and radio talk back segments.

A response protocol was developed that required that any letters, submissions or enquiry be recorded and be acknowledged or responded to within seven working days. Any issue that required longer than that time to resolve would be followed through with regular updates being provided to the enquirer.

### 19.1.5 Sponsorships

PAL budgets an amount each year to grants/ sponsorships in support three distinct sponsorship pillars enabling consistent and considered selection of what is valued and communicating these values to our staff and stakeholders. These are:

- Business and Tourism;
- Community; and
- Environment.

Through this sponsorship program the company is committed to supporting initiatives that address community issues while assisting PAL to fulfil its Corporate objectives.

PAL has partnered with the City of Salisbury on extensive parcels of land to investigate and develop storm-water re-use projects.

Future generations of aviation industry participants is being encouraged by the major sponsorship of the western districts "Adopt a School" program facilitating the awareness of students from surrounding colleges and high schools to the career opportunities that exist within an airport environment.

PAL in partnership with local Education Facilities, Flight Training Adelaide and the City of Salisbury has established a scholarship program to provide an opportunity to train a person from the local area to Commercial Pilot Licence status.

Adelaide University continues its valuable safety program with us in the monitoring of bird and wildlife habitat to minimize adverse safety impacts with aircraft.

We also support many other charities through the donation of items of interest for auctions at various fund raising events; a particularly popular item is an introductory flying training flight that we supply from our valued tenant Flight Training Adelaide.

### 19.1.6 Community Information Brochure

There is no doubt that the various roles and responsibilities in the airspace arena, whilst known to the industry, are difficult to comprehend by the general public.

Simply stated, and without seeking to be exhaustive, the following facts are relevant:

- it is the Civil Aviation Safety Authority, and not the airport, that designates airspace in which aircraft may permissibly operate;
- it is the Civil Aviation Safety Authority, and not the airport, that permits aircraft types to operate in Australia;
- it is the Secretary of the Department of Infrastructure and Transport, or his/her delegates in the Department, the Civil Aviation Safety Authority or Airservices Australia, and not the airport, that issues noise certificates for aircraft under the Air Navigation (Aircraft Noise) Regulations 1984;
- it is airlines, not the airport, that choose what permissible aircraft they will operate, and on what schedules, when flying between, landing at and departing from airports;

**Table 19.1 Consultation Forums**

| Medium                | Detail  | Timing  |
|-----------------------|---|---|
| Staff Intranet        | Encourages staff to own the Master Plan and to make comment   | Throughout the public consultation period   |
| Website               | www.parafieldairport.com.au includes details of the master plan and invited comment from readers  | Throughout the public consultation period   |
| Dedicated e-mail link | Linked from the web site and also as a stand alone address parafieldairport.com.au is a direct link to enable immediate response to any issues or discussion points   | Throughout the public consultation period   |
| Social Media          | Monitoring of the social media space enables on time response to encourage debate and or to deter any false or misleading comment   | Ongoing   |
| Press Advertisements  | Buying our own print media space enables information to be correctly passed to readers and to alert the public to meetings and other information forums   | No more than seven working days prior to the release of the various drafts, notice of public meetings and formal briefing opportunities |
| Press Releases        | If there is a worthy news item editorial staff may carry this message   | As required   |
| Newsletter/s          | Provide updates on the timetable and formal approval processes  | Quarterly in Mar, July, September and December  |
| Public Meetings       | Encourages the community to take part in the planning of their airport. Are held as part of the consultative process, prior to lodging the Draft Master Plan to ensure that all issues are able to be aired and assessed.                               | After the launch of the Preliminary Draft Master Plan and prior to the delivery of the Draft Master Plan                                |
| Formal PAL Meetings   | The Planning Forum, Consultative Committee, Airport Emergency and Security Committees and the Technical working group are formal meetings   | As per the formal meeting schedule of PAL   |
| Public Presentations  | The draft documents will be on display at both our airports reception areas, within the Salisbury Library and the Council chambers for the duration of the public consultation period   | As required   |
| Government Briefing   | An open invitation is extended to all Federal, State and Local Government elected members for one on one briefings. The invitation is extended in addition to the formal requirement to advise relevant members of the intent to prepare a master plan. | Subject to the availability of the elected members  |
| Stakeholder Briefings | An open invitation is extended to all stakeholders for one on one briefings. The invitation is extended in addition to the formal requirement to advise relevant stakeholders of the intent to prepare a master plan                                    | As required and subject to stakeholder diary availability   |

- it is Airservices Australia, not the airport, that determines under the Air Services Regulations 1995 what flight-paths those aircraft will use when flying between, landing at and departing from airports and thereby how the noise those aircraft generate will affect the community; and
- it is Airservices Australia, not the airport, that is responsible for the Noise Enquiry Service.

to over 58,000 homes and businesses throughout the region. Copies were also provided to the front desk of the various Local Government and State and Federal Members' offices for their constituents' information.

A copy is also available for download from the PAL website.

Accordingly, PAL developed a Community Information Brochure for the Parafield catchment area and arranged to have the brochure delivered





## 20 FOCUS AREAS

### 20.1 INVESTMENT

Direct investment into the local community has been an ongoing feature of PAL's Sustainability Program. In accordance with PAL's Sponsorship Policy the company provides funds each year to grants, sponsorships and concessions across three defined sponsorship pillars enabling consistent and considered selection of what is valued and communicating these values to our staff and stakeholders:

- business and tourism;
- community; and
- environment.

The extent of PAL's commitment can be illustrated through the following examples:

- AAL/PAL assists Adelaide TAFE by allowing students of the Tourism and International Studies School to conduct regular Quality of Service surveys and sponsoring the end-of-year graduation ceremony;
- as an integral part of the tourism and transport chain AAL/PAL is the naming sponsor of the Taxi Driver of the Year Awards in addition to providing a dedicated taxi driver rest room and amenity building;
- staff are encouraged to participate in and are routinely sponsored by PAL for charitable pursuits, raising money for charities such as Cancer Council, Leukemia Foundation, and Australian Refugees Association; and
- PAL supports many other charities through the donation of items of interest for auctions at various fund raising events, such as introductory flying training flights.

### 20.2 PARTNERSHIP

To remain at the forefront of social and environmental sustainability PAL has and will continue to foster partnerships with leading research, government and industry-based institutions. Future generations of aviation industry participants are being encouraged by AAL/PAL through becoming a partner in the Western Futures program which aims to assist young people in the western suburbs transition successfully through school and onto further education, training or employment.

By participating in the "Adopt a School" program AAL/ PAL facilitates the increased awareness of students to the career opportunities that exist within the aviation sector. In particular, a rewarding association has been nurtured with indigenous students enrolled at Tauondi College, Port Adelaide.

Support for the environment will continue to centre on 'partnering' activities with tertiary institutions, local groups, schools and not-for-profit organizations. PAL has partnered with the University of South Australia in the past to facilitate post-graduate biodiversity research on the Vernal Pools Conservation Zone – a relationship that PAL wishes to strengthen in this Master Plan period.

### 20.3 ENGAGEMENT

PAL believes in being an active participant in the community and reaching out beyond the company to external stakeholders. This proactive, 'open door' approach is a vital component of this Community Plan and is pursued by PAL through a wide variety of activities:

- Presentations to External Bodies – Executive Management are regularly invited to speak to social groups, service clubs and business groups providing a face for PAL whilst presenting a broad section of the community an opportunity to gain insight into airport history, planning, operations and contribution to the social and economic wealth of South Australia.
- Tenant Environment Group – As a landlord, PAL is committed to influencing tenants, customers and suppliers to adopt more sustainable business practices. Expert speakers are invited to present to tenants the latest thinking in and practical solutions for environmental issues.
- Volunteering – We recognise that as a company we have a significant community involvement program. Staff are encouraged and supported in volunteering their time and expertise to organisations in the communities in which they live and work. Key to this activity is collating, centralising and managing the effort dedicated across our company and ensuring it meets the PAL's broader objectives and the work loads of individuals and departments involved.

- Media – As per the Media Policy, PAL uses television, radio and print media in seeking to keep the wider community informed of airport development, and aviation-related issues. Other supporting communication tools include the 'Plane Talking' newsletter (incorporating an environment-focussed section 'Green Landing') and company website.

## 20.4 ASSISTANCE

PAL is committed to providing a respectful place to work and visit and for creating accessible facilities.

As an employer, PAL acknowledges its responsibilities under the South Australian Equal Opportunity Act 1984 prohibiting discrimination by reason of race, colour, religion, age, sex, marital status, family status, disability or sexual orientation, which is adhered to in all recruitment practices.

PAL also has specific policies in place to deal with human rights issues including sexual harassment, bullying, disability access, and drugs and alcohol. To raise staff awareness and encourage understanding PAL has delivered training packages and refresher courses, covering Respect in the Workplace' and 'Customer Service'.

Providing a safe, accessible airport for all users and visitors is a priority. Consultation is integral to PAL's business. An array of forums, tools and processes have been established providing multiple interfaces for PAL and stakeholders to consult on any issue.

Whilst the majority of these facilitate ongoing or even reactive consultation, some are required to support highly intensive consultation periods that include Major Development Plans and the 5-yearly Master Plan.



# 21 CONSULTATION

## 21.1 ONGOING CONSULTATION

The following PAL-led forums are used to consult with stakeholders on issues that arise between iterations of the Master Plan, such as construction projects (including Major Development Plans), changes to aviation services, changes to airport operations, noise impacts, bird strike risk to aviation, and other environmental management activities:

- **Parafield Airport Consultative Committee**  
– PAL established the Parafield Airport Consultative Committee (PACC) in May 1998 and introduced an independent chair eight years ago. The Committee, and the Planning Sub-Committee, provides a quarterly forum for sharing information and resolving issues between stakeholder groups, including Commonwealth and State Government agencies, local Government, airport tenants and community interest groups. PAL is committed to ensuring the broader community is informed of any major issues and providing opportunities for appropriate input through the PACC and where applicable to the Technical Working Group and to this end will encourage participation by stakeholder groups including community representatives. Community input is encouraged and invited through details provided at pages 9 and 23 of the Community brochure attached at Appendix J.
- **Technical Working Group** – PAL has established an airport Technical Working Group (the group) the details of which are included in Section 5.13.2 of this document. The group is an expert panel that works both to and hears from the PACC.
- **Parafield Airport Community Information Brochure** – PAL produces a Parafield Airport Community Information Brochure (the brochure) which provides accurate and up to date information on how Parafield Airport operates, who has responsibility for various aviation operational and regulatory functions, and how the community can provide their views to the PACC and the Technical Working Group. The most current version of the brochure was recently distributed to 62,000 residences surrounding Parafield Airport. Pages 8 and 23 of the brochure provide detail on how the

public can have input to the fly friendly program and also the PACC and through them to the Technical Working Group on matters such as the Fly Friendly Program. The brochure is provided at Appendix J and is current at time of publishing this draft Master Plan. It is regularly reviewed and updated at least annually and will be published on the PAL web site at those times.

- **Wildlife Management Committee** – This Committee includes representation from State Government tenants, neighbours and other key stakeholders. Its charter is to minimise the risk of bird strike to aircraft within Parafield Airport.
- **Tenant Environment Group** – PAL established this group in 2006, providing a regular forum for tenants to discuss and resolve issues, share knowledge and experience and stay abreast of regulatory changes.
- **Airport Planning Coordination Forum** – this committee discusses on and off-airport planning issues and comprises the planning representatives of local councils and the State Government. City of Salisbury is a member and receives all agenda of meetings and minutes of attended meetings.

## 21.2 MASTER PLAN CONSULTATION

The following forums and tools were used to consult with stakeholders on the development of the 2012 Master Plan (Table 21.1):

A response protocol was developed that required that any letters, submissions or enquiry be recorded and acknowledged or responded to within seven working days. Any issue that required longer than that time to resolve would be followed through with regular updates being provided to the enquirer. The responses received were collated and assessed as to the realistic impacts on the MP and effect on community expectations. Appropriate recognition was made in the plan documentation to reflect those relevant issues.

**Table 21.1 Ongoing Consultation Mechanisms**

| Mechanism                                | Details   |
|--|---|
| Public Interest Meetings                 | – Formal display advertisements in the State and Metropolitan newspapers invited the community to a formal public meeting in the Parafield Flying Club, Parafield Airport. More than 50 people attended, providing constructive and supportive feedback on the airport and its Master Planning process.   |
| Parafield Airport Consultative Committee | PAL utilised this established committee to run a comprehensive formal consultative program with key stakeholders, including State and Local government, and undertook to include specific agenda items to encourage discussion and debate. This program was extended beyond this committee to the Planning Sub-Committee and Wildlife Management Committee. |
| Presentations to External Bodies         | Executive Management presented at numerous speaking engagements with various social groups, service clubs and business groups to garner additional feedback on the Master Plan with a broad section of the community, whilst encouraging an understanding of aviation's contribution to the social and economic growth in the State.                        |
| Newsletter                               | Articles informing and explaining the Master Plan process were inserted in the regular airport newsletter 'Plane Talking' which has a distribution to stakeholders of over 4,000 copies.  |
| Radio and Media                          | Radio talkback and television interviews were arranged during the review period further increasing the level of awareness within the broader community. Opportunity was taken to ensure the listening public was advised of how the airport could be contacted with any suggestions or concerns   |
| Website                                  | The AAL/PAL website included a special section on the DMP and Sustainability Plan review and encouraged people to make formal comment. The website included a dedicated email link which enabled a direct portal for online consultation  |

### 21.3 CONSULTATION COMMENT

Prior to, and during, the preparation of this MP, consultation was held with a wide range of airport stakeholders. All stakeholders were invited to submit their views and many did on either a formal or

informal manner. A summary of the views expressed and suggestions made plus the actions taken by PAL in response to stakeholder comments received during this consultation is shown in Table 21.2.

**Table 21.2 Consultation Comment**

| Date        | Name and/or Organisation                         | Contact Media | Issue  | Action   |
|-------------|--|---------------|--|--|
| 27 May 2011 | Parafield Airport Consultative Committee         | Meeting       | Overview of Master Plan process and indicative timetable   | Details included in minutes for members                                  |
| 19 Aug 2011 | Adelaide and Parafield Planning Forum            | Meeting       | Overview of Master Plan process and indicative timetable   | Details included in notes of meeting for members                         |
| 26 Aug 2011 | Parafield Airport Consultative Committee         | Meeting       | Fine tuning of timetable and early draft program of consultation plan  | Details included in minutes for members                                  |
| 11 Oct 2011 | Discussion with Colin Pitman – City of Salisbury | Meeting       | Discussions centred on:- <ul style="list-style-type: none"> <li>· landscape buffer bordering northern side of Mawson Lakes and the Cross Keys Precinct to compliment that in place along the eastern side,</li> <li>· secondary traffic access point location preference to Elder Smith Road</li> <li>· possible location of new traffic access point into the Commercial Estate at Kesters Road</li> <li>· stormwater overflow paths emanating along Main North Road.</li> <li>· potential interest of City of Salisbury to manage the Vernal pools under agreement with PAL was revisited and</li> <li>· possible Aviation Museum (incl Vickers Vimy) relocation to Parafield</li> </ul> | Details to be included in Draft Master Plan for community considerations |
| 9 Nov 2011  | Tenants Environment Group Committee              | Meeting       | Discussed: <ul style="list-style-type: none"> <li>- Review of Master Plan History.</li> <li>- Airports Act 1996 amendments</li> <li>- Re-Draft of Sustainability Plan</li> <li>- Timetable of process to lodging for approval</li> </ul>   | Committee noted comments and raised no matters for concern.              |

Table 21.2 Consultation Comment (cont)

| Date        | Name and/or Organisation  | Contact Media  | Issue  | Action   |
|-------------|---|--|--|--|
| 24 Nov 2011 | Parafield Airport Consultative Committee  | Meeting  | <ul style="list-style-type: none"> <li>· Overview of the whole Master Plan in the lead up to the Exposure draft and inviting comment on:-</li> <li>· Land Use Planning</li> <li>· Ground Transport Access</li> <li>· Environment Sustainability</li> <li>· Air Traffic Forecast – ANEF and Noise exposure footprints and</li> <li>· Consultation Program</li> </ul>  | No major issues or concerns were raised  |
| 13 Dec 2011 | Dept of Infrastructure and Transport (DoIT)<br>Airservices Australia (Airservices)<br>Civil Aviation Safety Authority (CASA)<br>Dept of Sustainability Environment<br>Water Population and Communities (SEWPaC) | Meetings to submit and discuss the Exposure Draft Master Plan (EDMP) | <p>Formal meetings were held with each of the Agencies mentioned – discussion centred around but was not limited to:-</p> <ul style="list-style-type: none"> <li>· Background to the development of the EDMP;</li> <li>· Assessment of accurate movement data;</li> <li>· ANEFs, fleet mixes, Q400's, helicopters, flight tracks and new methodology for depicting flight tracks;</li> <li>· Heritage;</li> <li>· Vernal Pools;</li> <li>· Ground transport and road intersections; and</li> <li>· The consultation program including the schedule of meetings and times.</li> </ul>   | <p>Subsequent correspondence was received from , DoIT, Airservices and SEWPaC in regard to administrative errors and clarification of various matters in the EDMP which have been subsequently been given due regard and where warranted actioned as evidenced in the preliminary draft Master Plan.</p> <p>Parafield Airport Letter referenced 3/9/6/1 details the amendments</p> |
| 30 Jan 2012 | City of Salisbury<br>Mayor – Gillian Aldridge<br>CEO – John Harry<br>City Planner – Greg and<br>Elected Member - Brian  | Meeting  | <p>Preliminary Draft Master Plan<br/>Master Plan and review of submission date/s</p> <ul style="list-style-type: none"> <li>· Exposure draft</li> <li>· Precinct changes – if any</li> <li>· Helicopter relocation</li> <li>· Movement details</li> <li>· Flight Paths and ANEF</li> <li>· Obstacle Limitation Surface</li> <li>· Recreation uses</li> <li>· Museums</li> </ul> <p>Airport Access and the Surface Traffic Plan</p> <ul style="list-style-type: none"> <li>· Main North Road</li> </ul> <p>Air-shows and other community events.<br/>Park n Ride concept<br/>Consultation – Partnership – Communication</p> <ul style="list-style-type: none"> <li>· Public meetings</li> </ul> <p>Mawson Lakes DPA and Buffer landscaping Sponsorships</p> <ul style="list-style-type: none"> <li>· Scholarship</li> <li>· Matsuri Festival</li> <li>· Salisbury Athletics</li> <li>· Various Soccer Clubs</li> <li>· Local Art and Craft festivals</li> </ul> | Productive and meaningful outcomes with agreement to continue formal meetings and development of a partnership arrangement on matters of mutual benefit.   |
| 01 Feb 2012 | Hon. Paul Caica<br>Minister for Sustainability, Environment and Conservation  | Meeting  | General discussion on Master Plan and inherent issues  | Satisfaction expressed with process.   |
| 16 Feb 2012 | State Government<br>Michael Miln<br>John Tree<br>Andrea Jorgensen<br>City of Salisbury<br>Amanda Berry  | Meeting  | <p>Discussion and appreciation of ANEF 2031, N60 and N70 plans and Overflight Maps<br/>Confirmation that the State Government and City of Salisbury understand the preparation and detail in the proposed endorsed ANEF 2031<br/>Explanation of background to the detail of over-flight maps<br/>Detail and explanation of N60 and N70 plans<br/>Concerns from State in respect of flexibility of ANEF due to modelling and inability to plan to the contours with future certainties</p>  | State and Local Government to write to Airservices indicating their understanding of the detail and preparation of the ANEF. Commonwealth to be advise through the NASAG process that a more definitive planning tool is required  |



Table 21.2 Consultation Comment (cont)

| Date        | Name and/or Organisation                                       | Contact Media                 | Issue  | Action   |
|-------------|--|-------------------------------|--|--|
| 22 Feb 2012 | Parafield Airport Technical Working Group                      | Meeting                       | Airport Master Plan review progress and discussion and appreciation of ANEF 2031, N60 and 70's and Over-flight maps<br>Confirmation that the State Government and City of Salisbury understand the preparation and detail in the proposed endorsed ANEF 2031.<br>Explanation of background to the detail of over-flight maps<br>Detail and explanation of N60 and N70 plans<br>Concerns from State in respect of flexibility of ANEF due to modelling and inability to plan to the contours with future certainties  | Appreciated the depth of study research and effort that goes into ensuring the community is briefed on the airport and its value.  |
| 29 Feb 2012 | Airport Business Luncheon – x 50 Guests                        | Formal Presentation and Q & A | State of the Industry, Parafield Master Plan and process – no issues raised  | No action required   |
| 20 Mar 2012 | Tony Zappia & Nick Champion                                    | Meeting                       | Airport Master Plan review understanding Constituents issues   | Follow up meeting with Tony Zappia to be arranged.   |
| 25 Mar 2012 | Parafield Air Show   | Public Event                  | Approximately 177 visitors to the Parafield Airport Marquee spoke to and of the Master Plan many points were raised but in summary:-<br><ul style="list-style-type: none"> <li>· Leave the airport where it is</li> <li>· There should be more air shows</li> <li>· Please upgrade the public toilets</li> <li>· Circuit tracks are an issue but we live near an airport</li> <li>· Leave airport where it is - we love the open space.</li> </ul>   | Comments were noted and discussion with the relevant persons were held.<br><br>No change to Master Plan is required.   |
| 2 Apr 2012  | City of Salisbury Council Elected Members and Senior Executive |                               | Mayor appreciates airport is staying and council will work with Airport towards improvements job creation and economic benefits and spoke positively about the Noise Ombudsman and the independence of the position.<br>A few Elected members voiced some concerns with flight circuits;<br><ul style="list-style-type: none"> <li>· why can't they do this somewhere else?</li> <li>· Restriction of flying hours to be considered</li> </ul><br>Consideration be given to altering the proposal for traffic lights at Kesters Road intersection to Maxwell Road.<br><br>Positive feed-back on the Information Brochure and suggested improvement to include positives of the airport | Commitment to raise the matters at the Technical Working group to investigate further improvements of the fly friendly policy in addition to the changes already implemented;<br><ul style="list-style-type: none"> <li>· Reinforcement of following CASA endorsed flight tracks</li> <li>· Further refinement where appropriate of the sensitive hours.</li> <li>· Commitment to undertake the bulk of night time flying as early as possible, noting that night time training is an integral component of pilot training.</li> </ul><br>Explain what an actual circuit is and why it must be conducted in sight of the airport.<br><br>Explain what a movement is and that total movements divided by 2 equals number of flights.<br><br>Improve the Community Brochure with new and reliable data and to include details on an Airport Fact Sheet.<br>Murray F Young and Assoc to be requested to identify the positives of a Kesters Road traffic light intersection on other un-signalised intersections in the area.<br>No change to the PDMP required |

Table 21.2 Consultation Comment (cont)

| Date        | Name and/or Organisation   | Contact Media                             | Issue   | Action  |
|-------------|--|---|---|---|
| 11 Apr 2012 | Public Meeting   | Public invitation – Parafield Flying Club | 47 Attendees<br>46 attendees were concerned about aircraft noise. Particular focus on the Diamond Twin  | Feedback forms handed out at meeting. A number of submissions received on the day. ACTION – respond to submissions  |
| 24 Apr 2012 | Zoe Bettison<br>MP Member for Ramsay   | Meeting in Electoral Office               | Discussed<br>Draft Master Plan and consultative program<br>Social and Economic benefits of airport<br>Noise issues<br>Type of aircraft/flight tracks etc<br>Future Growth<br>Partnering with Council to enhance the City  | Briefed the MP in respect of:-<br>Conveying relevant concerns to AsA<br>Maintain relations with Council<br>Program of regular meetings with MP  |
| 27 Apr 2012 | Tony Zappia<br>MP Member for Makin   | Electoral office meeting                  | Discussed<br>Draft Master Plan and consultative program<br>Social and Economic benefits of airport<br>Noise issues<br>Type of aircraft/flight tracks etc<br>Future Growth<br>Progress discussion with CASA/FTA regarding changes to the flying procedures for the Diamond Twin and the Fly Friendly Program | Briefed the MP in respect of:-<br>Role of various consultative committees and the Technical working group<br>Conveying relevant concerns to AsA<br>Program of regular meetings with MP<br>Follow up meeting to be arranged (note subsequently agreed to meet on 20/6)         |
| 27 Apr 2012 | Mark Butler MP<br>Member for Pt Adelaide                                     | Electoral Office meeting                  | Discussed<br>Draft Master Plan and consultative program<br>Social and Economic benefits of airport<br>Noise issues<br>Type of aircraft/flight tracks etc<br>Future Growth<br>Fly Friendly Program   | Briefed the Minister in respect of:-<br>Conveying relevant concerns to AsA<br>Role of various consultative committees and the Technical working group<br>Program of regular meetings with MP's<br>Follow up meeting to be arranged (note subsequently agreed to meet on 20/6) |
| 9 May 2012  | Technical Working Group – Aircraft Noise Ombudsman guest                     | Meeting                                   | Fly Friendly Program<br>Possibilities for change<br>Flight paths<br>Alternate training area/s<br>Helicopter circuits  | List of Tangible and in tangible benefits achieved and proposed – cannot lose sight of commercial realities – commitments to ongoing review, changes of fleet and times of operations.  |
| 14 May 2012 | Susan Close MP – Member for Pt Adelaide (State)                              | Electoral Office meeting                  | Discussed<br>Draft Master Plan and consultative program<br>Fly Friendly Program<br>Social and Economic benefits of airport<br>Noise issues<br>Type of aircraft/flight tracks etc<br>Future Growth<br>Review of community brochure   | Briefed the MP in respect of:-<br>Conveying relevant concerns to AsA<br>Role of various consultative committees and the Technical working group<br>Program of regular meetings with MP's  |
| 16 May 2012 | Business Forum – Breakfast meeting   | Guest Speaker                             | Background to Master Planning – History of Airport – future plans   | No action required  |
| 17 May 2012 | Hon. Paul Caica<br>Minister for Sustainability, Environment and Conservation | Meeting                                   | Further general discussion on Master Plan and associated matters  | Satisfaction expressed with situation.  |
| 5 June 2012 | Mawson Lakes Progress Association  | Present public presentation               | Approx 20 attendees. General interest in how Parafield will interact with Mawson Lakes and approximately half of attendee's concern was aircraft noise in particular the Diamond Twin   | Feedback forms offered at meeting and feedback sought but no submissions were received. ACTION – None required  |

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