Parafield Airport

Parafield Airport Community Information

Welcome to the Parafield Airport Community Information Brochure

Parafield Airport operates 24 hour per day, seven days per week, and is regarded as South Australia's premier general aviation airport and a world standard pilot training airport. Over 103 businesses operate from Parafield Airport, including pilot training and aviation support operations, as well as commercial businesses and retail hubs located within the commercial estate. During 2022, Parafield Airport had approximately 4,200 aircraft movements every week with the majority being pilot training flights. Parafield Airport is internationally regarded for its suitability as a precinct for pilot training qualifications requiring a high standard of performance and output.

Parafield Airport plays an essential role in the economic prosperity and development of Northern Adelaide and South Australia through employment and value-added production associated with the airport's aviation and non-aviation business activities. In 2022, Parafield Airport supported 2,570 jobs and contributed an estimated $354.8 million to South Australia's Gross State Product. The contribution of Parafield Airport to the Northern Adelaide Region is estimated to be 1,670 jobs and $216.9 million towards the region's Gross Regional Product.

As operator of one of the most significant business, training and employment precincts in the northern suburbs, Parafield Airport Limited (PAL) works closely with stakeholders, including nearby residents and businesses, to ensure the operation of the airport is conducted in a sustainable manner.

This booklet provides information on how Parafield Airport operates, who has responsibility for various aviation operational and regulatory functions, and how you can provide feedback about the airport. It includes relevant facts and figures, frequently asked questions, and contact details to find out more.

Tom Ganley
Executive General Manager
Parafield Airport Limited
January 2024


VH-YNJ
VH-YBW
flight training
adelaide

Our Commitment

Parafield Airport Limited's (PAL) approach to consultation is focused on creating robust, transparent and collaborative communications, using creative, innovative and engaging techniques to interact with the community.

We consult regularly with stakeholders and the community through:

- Parafield Airport website, www.parafieldairport.com.au
- Adelaide Airport website, www.adelaideairport.com.au
- Parafield Airport Consultative Committee, www.parafieldairport.com.au/community/consultative-committee
- Adelaide and Parafield Airports Planning Coordination Forum
- Airport Emergency Committee
- Parafield Airport Security Committee
- Wildlife Management Committee
- Responding directly to queries
- Participating in local service club and industry meetings and events
- Sharing information about the airport on the Parafield Airport facebook page, www.facebook.com/ParafieldAirport.

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.

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

We will regularly review and update this information brochure for the community on the roles and responsibilities related to the functions of the airport operations and act as a conduit for those issues outside of our area of direct control.

We will welcome letters, emails and personal contacts formally lodged to the address listed in our contact details within this brochure.

Working with the Community

PAL 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.

PAL is working to assist the northern region through our partnerships across various sectors including aviation, business and community development. Direct investment into the local community has been an ongoing feature of PAL's approach. PAL has a social investment program that supports charities, community events and other not-for-profit organisations.

Supporting the Aviation Industry

Parafield Airport has been a pilot training base since 1927. There are a number of inherent advantages that make Parafield Airport ideal for pilot training, including the flight capacity and safety provided by Parafield Airport's parallel runway system configuration, proximity to surrounding aerodromes and wide range of navigation aids, and the moderate and generally stable weather conditions along with long day-light hours which maximise flight training opportunities throughout the entire year.

Over 90% of current air traffic movements at Parafield Airport are related to pilot training. The major flying schools at Parafield Airport have partnered with universities and TAFE colleges across Australia to deliver a range of tertiary courses in aviation. Commercial pilot training is also provided for a number of international airlines across the Asia and Oceania region, delivering relationship and reputation benefits for South Australia from supporting the training needs of major international airlines.

There is also a range of other general aviation activities that occur, such as aerial agriculture, aerial photography, shark spotting patrols, fire fighting support, adventure flights and charter services.

Airport Environs

We recommend that if you are considering buying or moving to the area, especially within Parafield Airport's three-nautical mile (5.5 kilometre) airspace 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 likely to be exposed to aircraft movements now or in the future. View the aircraft noise information and modelling provided in the Parafield Airport Master Plan
- Spend time in the street you are planning to move to or buy in, particularly at times when aircraft are operating
- Contact airport management at either Adelaide or Parafield airports for information on flight paths and aircraft traffic movements.

Where do Aircraft Fly at Parafield

Aircraft generally fly along flight paths following navigational procedures which have been designed to guide the aircraft between waypoints either away from, or towards, an airport, and circuit paths that provide an orderly flow for take-offs and landings. The flight paths used are determined by the runway being used, the destination of the flight, and pilot or Air Traffic Control operational requirements.

Flight paths are three-dimensional corridors designed to separate arriving aircraft from departing aircraft. Flight paths are designed for pilots operating by either visual flight rules (where the pilot is guided by visual references on the ground) or instrument flight rules (where the pilot is guided by on-board and on-ground navigation systems). Aircraft will fly differently within the shown flight paths for a range of reasons, such as aircraft type and speed, pilot skills, and whether the pilot is flying under visual or instrument flight rules.

The circuit path is a flight path pattern that ensures the orderly take-off and landing flow of aircraft operations at an airport. Circuit path parameters are based on Civil Aviation Safety Authority guidelines which dictate the circuit shape, location and proximity to the runway.

Circuit training, which is repetitive touchdown and take-off operations, is an essential part of pilot training in both daylight and night-time hours and is the most common use of the circuit paths at Parafield Airport. The actual circuits that are flown may vary for many reasons including, but not limited to, the following:

- Aircraft and engine performance characteristics
- Pilot skill and performance
- Differing turning circles and cruise speeds of aircraft (like those of motor vehicles)
- Weather conditions, such as air temperature, atmospheric pressure, and wind direction and strength
- Amount of traffic in the circuit and the need to maintain safe separation
- Training requirement to fly different circuits and landing techniques which involve varying angles of descent
- Instructions from Air Traffic Control, for example altering the flight path to allow for other circuit traffic or traffic departing from or arriving at Parafield Airport.

Parafield Airport has a total of four runways, comprising two sets of parallel runways.

The parallel runways enable two circuits to operate at once. When the main runways (03R/21L and 03L/21R, oriented approximately north to south) are in use, aircraft circuits will operate to the east and west of the airport. When the secondary runways (08R/26L and 08L/26R, oriented approximately east to west) are in use, aircraft circuits will operate to the north and south of the airport.

Where do Aircraft Fly at Parafield cont.

A typical circuit for fixed-wing aircraft involves:

- Take off into the wind and commence climb
- Turn cross wind at 500 feet or more above ground level and continue climb
- Level at 1,000 feet and turn downwind
- Turn base (cross wind) and commence descent
- Turn final and land (touch-and-go or full stop landing).

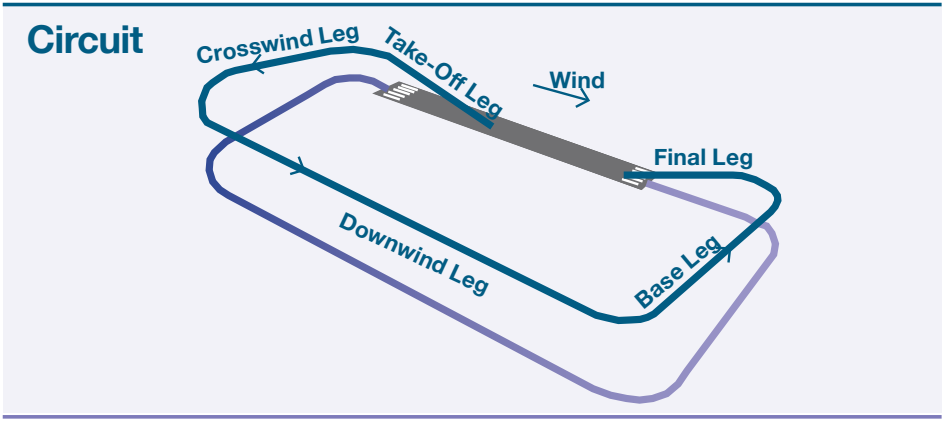
The actual locations that pilots make their turns are relative to the runway being used and the operating performance of the aircraft, rather than a specific reference point on the ground. As an example, the exact location of an aircraft when it reaches 500 feet for the first turn will vary due to factors such as aircraft type and performance, weather conditions, and pilot technique.

The actual circuit path flown is also influenced by Air Traffic Control requirements and other aircraft in the circuit.

The helicopter circuit paths are designed to be inside of the fixed-wing circuit path and reduce overflight of residential areas as much as practicable. Current procedures permit a maximum of three helicopters to operate in the circuit path at the same time.

Night flying is an essential component required to achieve pilot qualifications. Circuits can only be conducted at night from runway 03L/21R as this is the only runway with lighting at Parafield Airport. This means night circuits will only be flown to the west of the airport in the typical circuit pattern.

Diagrams showing the Parafield Airport flight paths are available to view in Chapter 13 of the Parafield Airport Master Plan 2024.



Flight Altitude

The Civil Aviation Regulations 1988 require pilots to maintain a safe altitude at all times. Except when in the act of landing or take off and within the Parafield Airport control zone, the minimum height fixed-wing aircraft must fly is 1,000 feet (304 metres) over populated areas or 500 feet (152 metres) over non-populated areas or the sea. These altitudes ensure that aircraft can operate in airspace that is clear of all obstacles.

The altitude of aircraft in the Parafield circuit is typically around 1,000 feet (304 metres), except during landing or taking off. Helicopters will generally fly circuits at 800 feet (243 metres) to maintain safe separation from fixed-wing aircraft.

The Civil Aviation Safety Authority may approve operations at lower altitudes. For example, SA Police and other emergency services and infrastructure inspection aircraft may routinely operate at lower altitudes in order to perform their specific tasks.

Shark Patrol aircraft operate from Parafield Airport during the summer months and when flying over the sea will operate at 500ft.

Runway in Use

During Airservices Air Traffic Control tower operating hours, air traffic controllers stipulate which runway direction is the operational runway. This is typically determined by the direction of the wind, as aircraft predominantly take off and land into the prevailing wind, but may also be influenced by operational or other requirements.

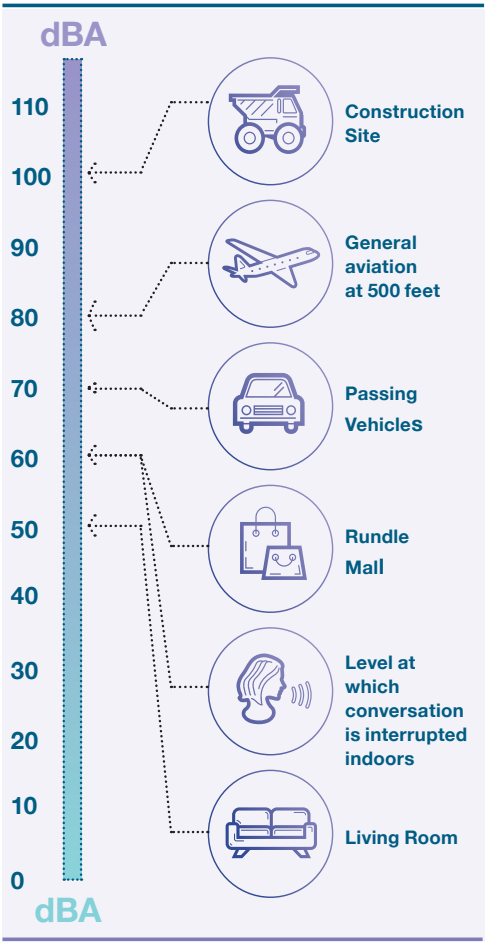
The main parallel runways (03L/21R and 03R/21L) are used approximately 85 per cent of the time.

Describing Aircraft Noise

Aircraft noise is generated both by the aircraft's engines and by air passing over its airframe. Different models and sizes of aircraft produce different types and loudness of noise. These characteristics depend on the type of engine (propeller or jet), aerodynamic noise (affected by how modern the aerodynamic design is) and how the aircraft is flying (its speed and weight characteristics; how it takes off and lands).

Number-Above modelling is a frequency-based metric that provides maps of areas that are likely to experience a predicted number of average daily noise events above a specified decibel level. The typical noise levels considered are 60 and 70 decibels.

Number-Above contours have been prepared to show the areas expected to experience 100 or 200 average daily events above 60 decibels (N60=100 and N60=200) and 100 average daily events above 70 decibels (N70=100) for the forecast total number of aircraft movements that could occur at Parafield Airport in 2043.



An outdoor noise level of 60 dBA is approximately 50 dBA indoors, with windows open to a normal extent, which is the approximate noise level that could cause sleep disturbance. An outdoor noise level of 70 dBA corresponds to a 60 dBA noise level indoors, which can disturb conversation or other indoor activities such as watching TV.

Parafield Airport

Number-Above Contours 2043 Forecast

LEGEND

- Airport Boundary
- Arterial Roads
- Drainage/Water Body
- Parks, Forests and Reserves
- Runways
- Local Roads
- N60=100
- N60=200
- N70=100

Fly Neighbourly Program

PAL encourages all aircraft operators to adopt the Fly Neighbourly program. This program is voluntarily entered into by aircraft operators in order to manage aircraft noise exposure around the airport.

The Fly Neighbourly program is upheld by all flight training providers where possible. PAL ensures that any new flight training provider is briefed on the Fly Neighbourly program, and makes regular contact with all flight training providers to remind them of the program requirements.

The Fly Neighbourly program is periodically reviewed by the Parafield Airport Technical Working Group.

Operating procedures

When safe to do so and/or under direction of Air Traffic Control, aircraft operators are to:

- **Climb to operating heights as soon as possible**
- **Maintain operating height**
- **Reduce engine power as soon as possible**
- **Follow the promulgated flight paths**
- **Avoid residential areas if and where practicable**
- **Do not fly wide circuits – keep as narrow as possible**
- **Use low-powered descent approaches from the training area to reduce noise.**

Air Traffic Control Tower Hours

Airservices Australia usually operates the Air Traffic Control tower from daylight to dusk, seven days a week:

7.00am – 7.00pm Monday to Friday
8.00am – 6.00pm Saturday and Sunday

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

Pilots are expected to adhere to the Fly Neighbourly program wherever possible, whether the tower is open or closed.

Ground Running of Engines

Ground running (engine testing) activities undertaken by aircraft operators are controlled through monitoring and enforcement of the Procedure for the Ground Running of Aircraft Engines at Parafield Airport.

The procedure directs aircraft owners and maintenance operators to:

- The approved locations for engine testing
- The times that engine testing can be undertaken
- The request and approval process for engine testing
- Safety requirements for the conduct of the testing.

Circuit Training Hours

Circuit training, which is repetitive touch down and take-off operations, is a vital part of the pilot training. Circuit training operations are currently (January 2024) permitted as outlined below.

DAY	TIME
Monday to Friday	7.00 am to 11.00 pm. It has been agreed that circuit training will, where possible, cease by 10.00 pm on weekdays, subject to operational requirements.
Saturday	7.00 am to 9.00 pm
Sunday	8.30 am to 9.00 pm (implemented mid-2011, previously 8.00 am)
Christmas Day	No circuit training
New Year's Day	No circuit training (implemented mid-2011)
Anzac Day	No circuit training before 9.00 am (implemented April 2013)
Remembrance Day	Avoid operations where possible over the Salisbury RSL between 10.55 am to 11.05 am (implemented August 2016)

Who Has Responsibility?

Parafield Airport Limited (PAL)

PAL manages and operates Parafield Airport under the mandate of the *Airports Act 1996* and is responsible for those activities that take place on the ground and within the airport boundary.

More information about how we operate Parafield Airport is provided in our Master Plan and on our website, www.parafieldairport.com.au

Our contact details are included at the end of this brochure.

Parafield Airport Consultative Committee (PACC)

The Parafield Airport Consultative Committee (PACC) is a forum where issues relating to the operations of the airport and potential effects on the local community can be raised. This includes topics such as aircraft ground-based noise, aviation developments and operational updates. Aircraft flight path improvements or changes are also discussed.

PACC membership includes Commonwealth, South Australian and local government authorities, aviation operators, airport tenants and community representatives.

The Parafield Technical Working Group is a subgroup of the PACC and is responsible for technical advice to PACC.

More information about the PACC and Technical Working Group, and the PACC meeting minutes, are published on our website www.parafieldairport.com.au/community/consultative-committee

If you would like to have issues tabled at a PACC meeting, please write to PO Box 652 Salisbury 5108 or email PACCinput@parafieldairport.com.au

South Australian Government

In 2021, South Australia completed its modernisation of the state's planning system and implemented a single, comprehensive planning scheme, called the Planning and Design Code. The introduction of the Aircraft Noise Exposure Overlay within the Planning and Design Code, and corresponding spatial representation of the Australian Noise Exposure Forecast (ANEF), has resulted in the implementation of policy which specifically addresses development of noise sensitive developments on land surrounding Parafield Airport that is subject to the 30 ANEF contour and greater.

www.plan.sa.gov.au

Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA)

The DITRDCA advises the Federal Government on the policy and regulatory framework for Australian airports and the aviation industry, manages the administration of the Government's interests in privatised airports under the *Airports Act 1996*, and provides policy advice to the Minister on the efficient management of Australian airspace and on aircraft noise and emissions.

www.infrastructure.gov.au

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

CASA is a government body that regulates aviation safety in Australia, including licensing of pilots, registering aircraft, overseeing aviation safety and promoting safety awareness. CASA also makes sure that the aviation community and the public use and administer Australian airspace safely.

www.casa.gov.au

Airservices Australia (Air Traffic Control and Aircraft Noise Complaints)

Airservices Australia manages the airspace around Australia to maintain control over the movement of aircraft into, and out of, airports in Australia. Airservices provides an Air Traffic Control tower, as well as navigation aids and facilities, at Parafield Airport.

Airservices also designs and manages the flight paths and manages aircraft noise complaints and enquiries through its Noise Complaints and Information Service (NCIS).

Airservices has developed online systems to provide information to the community about nearby aircraft operations. WebTrak, available at www.airservicesaustralia.com/community/environment/aircraft-noise/webtrak/, provides information about individual flights and allows users to submit aircraft noise enquiries and complaints. Aircraft operations for Parafield Airport can be viewed through the Adelaide area portal (noting that some operations for Parafield may not be displayed in WebTrak due to the technology on board the particular aircraft or the nature of the flight). Aircraft in Your Neighbourhood, available at https://aircraftnoise.airservicesaustralia.com/, provides information about runway use and flight paths for Parafield Airport specific to a person's selected location, including frequency of flights by hour of day and aircraft altitude.

www.airservicesaustralia.com

Who Has Responsibility?

Aircraft Noise Ombudsman (ANO)

In September 2010, the Federal Government established the office of Aircraft Noise Ombudsman. The ANO conducts independent administrative reviews of Airservices Australia's and the Department of Defence's management of aircraft noise-related activities, including:

- The handling of complaints or enquiries made to Airservices or the Department of Defence about aircraft noise
- Community consultation processes related to aircraft noise
- The presentation and distribution of aircraft noise-related information.

If you have a complaint about aircraft noise, you should first make your complaint directly with Airservices' Noise Complaints and Information Service NCIS (see below for ways to lodge a noise complaint) or with the Department of Defence.

If you are not satisfied with the way your complaint was handled, you can make a complaint to the ANO by:

- Mail: Aircraft Noise Ombudsman, GPO Box 1985, Canberra City ACT 2601
- Online complaint form: ano.gov.au
- Email: ano@ano.gov.au
- Telephone: 1800 266 040 to enquire about the complaint process and to obtain forms or information.

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 flying too low or operating in a unsafe manner, you can report the issue to the Civil Aviation Safety Authority by lodging a complaint online at www.casa.gov.au/about-us/contact-us/low-flying-aircraft-complaints or by phoning 131 757. It is important that you have the time and location details of the incident.

Aircraft Noise Concerns

Airspace management, including the environmental impacts of aviation operations, is managed by Airservices Australia.

Airservices manages enquiries and complaints about aircraft noise and operations through its Noise Complaints and Information Service (NCIS). You can contact the NCIS by:

- using the online form www.airservicesaustralia.com/community/environment/aircraft-noise/about-making-a-complaint
- via WebTrak www.airservicesaustralia.com/community/environment/aircraft-noise/webtrak (select Adelaide)
- by calling 1800 802 584 (freecall). The phone line is staffed Monday to Friday, excluding public holidays, from 10 am-4 pm Sydney time.
- by post to

  Noise Complaints and Information Service
  PO Box 211, Mascot NSW 1460

Aircraft noise affects people in different ways. The Airservices website provides information about airport operations, including flight paths, movements, runways, aircraft noise monitoring, investigations and noise complaints.

www.airservicesaustralia.com/aircraftnoise

Parafield Airport Fast Facts

Description & Location: Parafield Airport is the premier general aviation and pilot training airport in South Australia located 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 site was originally farmland and was selected for an airport in the early 1920s, with the first aircraft operations commencing in 1927. Parafield Airport was Adelaide's main airport until the opening of Adelaide Airport in 1955. Parafield Airport has been a pilot training base since its inception and has progressively developed to meet the growing aviation and pilot training needs of airlines throughout Australasia.

Dimensions: The airport site covers 433 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.

Other activities: Parafield Airport features significant retail, commercial and industrial precincts due to its central location in Adelaide's northern suburbs and connectivity to major infrastructure.

Recent developments include a mix of aeronautical and non-aeronautical facilities, such as the new ambulance station for SA Ambulance Service, site redevelopment and a new hangar for Aerotech, construction of the Parafield Service Centre which is anchored by Sydney Tools, RSEA Safety and KFC, relocation of the Rivergum Homes Display Centre, and repurposing the ex-Masters building for the HomeCo facility which includes Officeworks, Supercheap Auto, Tradezone and Tool Kit Depot, and the District Outlet Centre which opened in July 2023.

Economic Contribution: Parafield Airport makes an important contribution to the Northern Adelaide and South Australian economy through employment and value-added production associated with the airport's aviation and non-aviation business activities. In 2022, Parafield Airport contributed an estimated $354.8 million to South Australia's Gross State Product.

Employment: It is estimated that in 2022 the Parafield Airport estate directly employed 1,249 people both on and off airport. A further 1,321 jobs were indirectly created, taking total employment created as a result of activities at Parafield Airport to 2,570 jobs.

Flight Training: A range of aviation training companies operate out of Parafield Airport, including Adelaide Aviation, Aerostar, Bruce Hartwig Flying School, Command Flight Training, Enzo Flying School, Flight Training Adelaide, Helistar Aviation, Parafield Flying Centre and University of SA Aviation Academy.

Runways: There are four runways at Parafield Airport:

- Runway 03L/21R, measuring 1,350 metres
- Runway 03R/21L, measuring 1,279 metres
- Runway 08L/26R, measuring 958 metres
- Runway 08R/26L, measuring 992 metres

Environment: PAL's philosophy is to operate and develop Parafield Airport in accordance with the principles of sustainable development, recognising that the success of the airport can be enhanced by conducting business in a way that is environmentally, socially and economically responsible.

Frequently Asked Questions

Q. Why do aircraft fly circuits?

A. The circuit path is a flight path pattern that ensures the orderly take-off and landing flow of aircraft operations at an airport. Circuit path parameters are based on Civil Aviation Safety Authority guidelines which dictate the circuit shape, location and proximity to the runway.

Circuit training is repetitive touchdown and take-off operations. It is an essential part of pilot training in both daylight and night-time hours. A typical training circuit for fixed-wing aircraft involves:

- Take off into the wind and commence climb
- Turn cross wind at 500 feet or more above ground level and continue climb
- Level at 1,000 feet and turn downwind
- Turn base (cross wind) and commence descent
- Turn final and land (touch-and-go or full stop landing).

The actual circuits flown will vary for many reasons, including aircraft type and engine performance, pilot technique, weather conditions, Air Traffic Control requirements, and maintaining safe separation with other aircraft in the circuit.

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

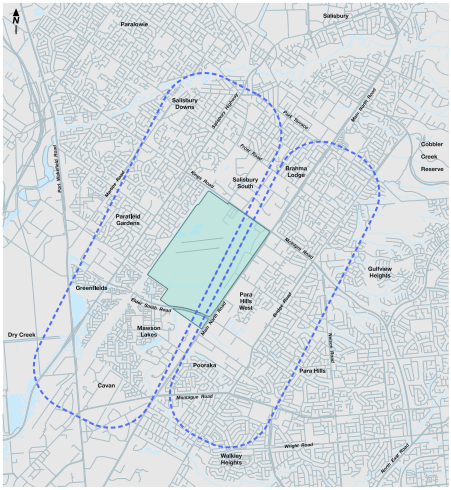
A. Circuit training is voluntarily restricted to specific hours as part of the Fly Neighbourly program, with circuits not permitted after 11.00pm Monday to Friday or after 9.00pm on Saturday and Sunday.

Aircraft operating outside of these hours are flying to and from other destinations for various reasons, including other general aviation activities such as private flights, aerial agriculture, search and rescue, fire fighting support aircraft, and charter services.

Q. Why do particular aircraft fly over my area?

A. Parafield Airport has a total of four runways, comprising two sets of parallel runways. Parallel runways enable two circuits to operate at once.

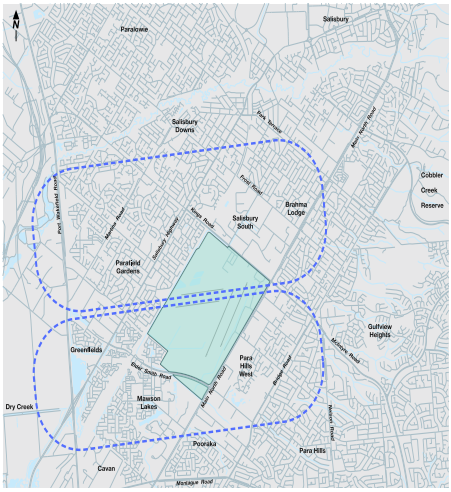
When the main runways (03R/21L and 03L/21R, oriented approximately north to south) are in use, aircraft circuits will generally operate to the east and west of the airport. When the secondary runways (08R/26L and 08L/26R, oriented approximately east to west) are in use, aircraft circuits will generally operate to the north and south of the airport.



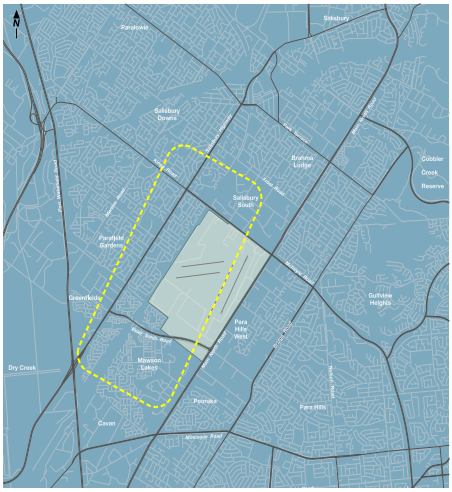
Day time Circuit Runway 03R/21L and Runway 03L/21R

Q. Why do aircraft fly over my area at night?

A. Parafield Airport operates 24 hours a day, 7 days a week and some aircraft will need to arrive and depart at night. Night flying is also an essential component required to achieve pilot qualifications. Circuit training can only be conducted at night from runway 03L/21R as this is the only runway with lighting at Parafield Airport. This means night circuits will only be flown to the west of the airport in the typical circuit pattern. Due to pilot training courses reaching differing stages at different times, this will mean some nights will have multiple aircraft operating and other nights none at all.



Day time Circuit Runway 08R/26L and Runway 08L/26R



Night time Circuit Runway 03L/21R

Frequently Asked Questions cont.

Q. I am concerned future growth will mean flights occurring prior to 7.00am.

A. Circuit training is voluntarily restricted to specific hours as part of the Fly Neighbourly program, with circuits not permitted prior to 7.00am Monday to Saturday or prior to 8.30am on Sunday. PAL does not support a relaxation of the agreed (voluntary) circuit training hours to allow circuit training before 7.00am.

Other arrival and departure flights, such as aerial agriculture, search and rescue or charter services, can occur prior to 7.00am.

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.

Q. How many more flights can I expect over my house?

A. Parafield Airport had 219,000 aircraft movements in 2022, down from almost 270,000 movements in 2019 (pre-COVID pandemic). All areas surrounding Parafield Airport experience some overflying aircraft. Aircraft movements are forecast to increase to 342,000 by 2043.

PAL has prepared Number-Above modelling (see page 10) to show areas that are likely to experience a predicted number of average daily noise events above specified decibel levels from aircraft flying overhead based on the aircraft movement forecast for 2043.

Q. What is an aircraft 'movement'?

A. A movement is either a landing or a take-off. A single training circuit (also called a touch-and-go) is counted as two movements.

Q. Can't the training aircraft conduct circuits over the salt pans?

A. No. The circuit path parameters are based on Civil Aviation Safety Authority guidelines which dictate the circuit shape, location and proximity to the runway. However, training aircraft do fly over the salt pans many times a day while transiting to the airspace locally referred to as the Western Training Area. This is a sparsely populated area north of St Kilda, where manoeuvre flying training and practice is conducted.

Q. Why doesn't the Airport stop noisy aircraft from flying?

A. The Air Navigation (Aircraft Noise) Regulations 2018 require aircraft operating in Australian airspace to comply with International Civil Aviation Organization (ICAO) noise standards and recommended practices. Aircraft are not permitted to operate in Australia unless they have been issued with the Noise Certificate by Airservices, verifying that they comply with the ICAO standards. (State aircraft and aircraft used for aerobatic, fire fighting, agricultural or environmental operations are exempt from these requirements). As the airport operator, PAL 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. Who decides where the aircraft fly?

A. International Civil Aviation Organization and Civil Aviation Safety Authority criteria dictate airspace, circuit patterns, and arrival and departure paths to ensure the safe operation of aircraft operation in our skies. The flight paths and operating procedures for Parafield Airport are detailed in various pilot documents and charts published by Airservices Australia. Airservices Australia designs and manages flight paths. Information about the flight path design process is available from www.airservicesaustralia.com/community

Q. Why is early morning a good time for flying?

A. Weather conditions in the early mornings typically mean still air which is good for flying. Training flights are generally spread over daylight hours, depending on weather conditions, with the majority of circuits occurring between 9.00am and 5.00pm.

Frequently Asked Questions cont.

Q. Why don't the aircraft fly circuits over parkland instead of houses?

A. The circuit path parameters are based on Civil Aviation Safety Authority guidelines which dictate the circuit shape, location and proximity to the runway.

Circuit flying is mandated by CASA guidelines. Just like cars, buses and other forms of transport, no two aircraft have the same turning circle or performance characteristics. Therefore, the circuit path flown by one aircraft will vary from that of another.

Q. What is Fly Neighbourly?

A. The Parafield Fly Neighbourly program is a set of guidelines that the flying training schools voluntarily agree to in order to manage aircraft noise exposure and its impact on local residents. The Technical Working Group, which is comprised of representatives from flight training schools, the Civil Aviation Safety Authority, Airservices Australia (Air Traffic Control) and other members of the aviation community, meet quarterly to discuss issues such as the Fly Neighbourly program and proposals for changes to airspace. We invite your comment on the Fly Neighbourly program.

Q. What does the Airport do to assist the community?

A. PAL 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, PAL aims to provide support where it will generate a lasting benefit.

In 2022, Parafield Airport supported 2,570 jobs and contributed an estimated $354.8 million to South Australia's Gross State Product. The contribution of Parafield Airport to the Northern Adelaide Region is estimated to be 1,670 jobs and $216.9 million towards the region's Gross Regional Product.

Direct investment into the local community has been an ongoing feature of PAL's approach. PAL has a social investment program that supports charities, community events and other not-for-profit organisations forming partnerships across various sectors including aviation, business and community development.

Q. Why is pilot training at Parafield Airport so important?

A. Over 90 per cent of current air traffic movements at Parafield Airport are related to pilot training. There are a number of inherent advantages that make Parafield Airport ideal for pilot training, including the flight capacity and safety provided by the parallel runway system configuration, proximity to surrounding aerodromes and wide range of navigation aids, and the moderate and generally stable weather conditions along with long day-light hours which maximise flight training opportunities throughout the entire year.

The major flying schools at Parafield Airport have partnered with universities and TAFE colleges across Australia to deliver a range of tertiary courses in aviation. Commercial pilot training is also provided for a number of international airlines across the Asia and Oceania region, delivering relationship and reputation benefits for South Australia from supporting the training needs of major international airlines.

The 2022 Boeing Pilot and Technician Outlook forecasts that between 2022 and 2041, the aviation industry will need to supply 602,000 commercial airline pilots with 41 per cent of these required for countries in Asia and Oceania. The training schools at Parafield Airport will play an important role in providing some of the training needed to support the Australian and worldwide aviation industry into the future.

Frequently Asked Questions cont.

Q. What does pilot training involve?

A. Pilot training requires classroom theory lessons, individual flying lessons both with and without an instructor, and theory and practical exams. A flight simulator is also used by some flying schools for specific learning modules.

The minimum flying hours required to obtain a pilot's licence is prescribed by the Civil Aviation Safety Authority and ranges from a minimum of 25 hours for a recreational pilot licence to 200 flying hours for a commercial pilot licence.

Q. When will electric aircraft start operating at Parafield Airport?

A. The aviation industry has made exciting advancements in electric and hybrid aircraft technology in recent years, but it does come with challenges that must be overcome before electric aircraft can become a viable option for the general aviation industry. Aircraft operators at Parafield Airport have expressed a strong intention to take up electric or hybrid aircraft types when they become available due to the potential to reduce carbon-related emissions, aircraft noise and operating costs.

South Australia will be home to one of Australia's first commercially produced electric aircraft. The E22 Spark is a two-seater aircraft with a flight time of up 90 minutes, which makes it ideal for training purposes. The E22 Spark is expected to operate at Parafield Airport once the aircraft becomes available.

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