

## **Adelaide Basin**

# **Aircraft Noise Information Report**

Quarter 1 2016 (January to March)

# Version Control

Version Number	Detail	Prepared by	Date
1	-	Environment	May 2016
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This report contains a summary of data collected over the specified period and is intended to convey the best information available from the NFPMS at the time. The system databases are to some extent dependent upon external sources and errors may occur. All care is taken in preparation of the report but its complete accuracy cannot be guaranteed. Airservices Australia does not accept any legal liability for any losses arising from reliance upon data in this report which may be found to be inaccurate.

# Adelaide Basin - Aircraft Noise Information Report

## Contents

<b>1</b>	<b>Purpose</b>	<b>4</b>
1.1	Adelaide Airport	4
1.2	Parafield Airport	4
1.3	Aircraft noise monitoring in Adelaide	4
1.4	Short term monitoring	4
<b>2</b>	<b>Flight patterns</b>	<b>6</b>
2.1	Jet aircraft	6
2.2	Non-jet aircraft	7
<b>3</b>	<b>Aircraft Movements and Altitude</b>	<b>8</b>
3.1	Jet Arrivals / Departures by Altitude	8
3.2	Non-jet aircraft	9
3.3	Track density plots	10
<b>4</b>	<b>Airport Statistics and Noise Events</b>	<b>12</b>
4.1	Adelaide Airport	12
4.2	Noise Monitoring	16
4.3	Historic Adelaide Runway Statistics	20
4.4	Curfew Operations	22
4.5	Parafield Airport	25
<b>5</b>	<b>Complaints data</b>	<b>26</b>
5.1	NCIS Complainants by suburb	26
<b>6</b>	<b>Airservices update</b>	<b>30</b>
6.1	Community Aviation Consultation Groups	30
6.2	Noise improvements	30
<b>7</b>	<b>Contact us</b>	<b>30</b>
<b>Appendix 1</b>	<b>Airservices update</b>	<b>31</b>

# 1 Purpose

This report summarises data for Quarter 1 of 2016 (January to March) from Airservices Noise and Flight Path Monitoring System (NFPMS) and Noise Complaints and Information Service (NCIS) for the Adelaide basin, including Adelaide Airport and Parafield Airport, as well as some other sources (such as the Airservices Flight Charging System).

## 1.1 Adelaide Airport

Adelaide Airport is located 6km west of the central business district. It is bounded by residential areas to the east, south and north. The majority of operations at Adelaide Airport are international and domestic regular passenger services, mostly medium to large jets. During Quarter 1 of 2016 there were around 25,600 operations at Adelaide Airport. A legislated curfew at Adelaide Airport limits operations between 11pm and 6am. More information about Adelaide Airport is available from the Airservices website at [www.airservicesaustralia.com/aircraftnoise/airport-information/](http://www.airservicesaustralia.com/aircraftnoise/airport-information/).

## 1.2 Parafield Airport

Parafield Airport is located 15km north of the central business district and is surrounded by residential developments. The majority of operations are circuit training for pilots, as well as other operations involving smaller general aviation aircraft. Circuit training can take place at the airport between 7am and 11pm on weekdays and 7am and 9pm at weekends. More information about Parafield Airport is available from the Airservices website at [www.airservicesaustralia.com/aircraftnoise/airport-information/](http://www.airservicesaustralia.com/aircraftnoise/airport-information/).

## 1.3 Aircraft noise monitoring in Adelaide

Airservices NFPMS captures and stores radar, flight plan and noise data. The NFPMS covers eight city regions around Australia. For the Adelaide region, noise data is captured by five noise monitors - also known as Environmental Monitoring Units (EMUs) - located around Adelaide Airport. These are located at: Brooklyn Park, Medindie, Netley, Glenelg North and West Beach.

## 1.4 Short term monitoring

Airservices carries out additional short term monitoring at various locations to capture additional data.

A six-month monitoring program of the area around Parafield Airport occurred between July 2015 and January 2016. The intention of the program was to capture data from circuit operations.

Upon completion, a presentation will be provided to the Parafield Airport CACG and a public report will be made available online.



**Figure 1: Location of Adelaide and Parafield airports. (Runway orientation at both airports is shown in the inserts. Noise monitoring sites are shown as red dots).**

The main runway at Adelaide Airport, 05/23 is 3km long, orientated south-west to north-east. There is a smaller 1.6km long cross runway, 12/30, orientated north-west to south-east, which is primarily used by propeller aircraft.

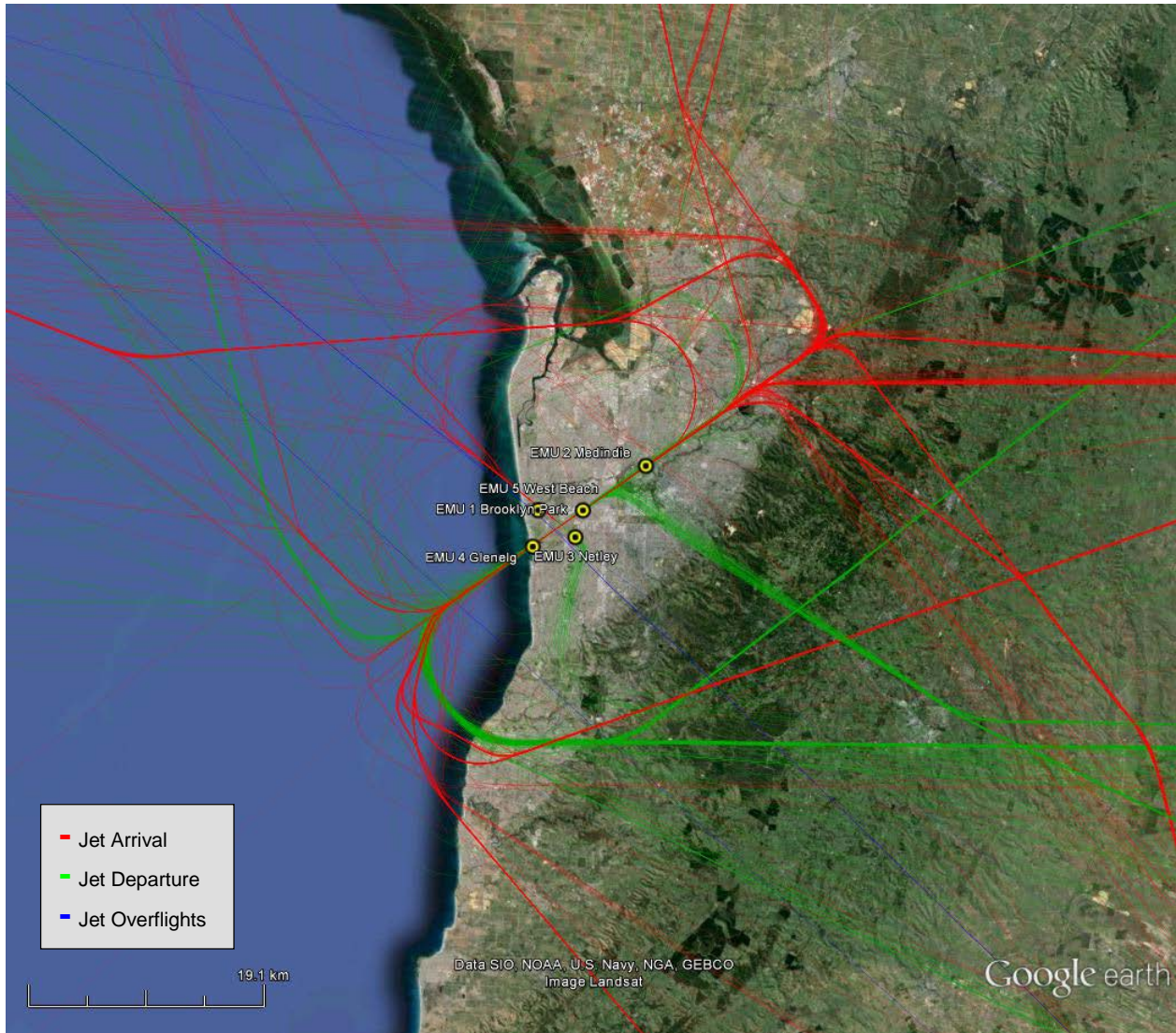
At Parafield Airport there are two sets of parallel runways, 08L/26R - 08R/26L orientated east to west and 03L/21R – 03R/21L orientated north-east to south west.

Information about runway selection is available on the Airservices website at [www.airservicesaustralia.com/aircraftnoise/factsheets/](http://www.airservicesaustralia.com/aircraftnoise/factsheets/).

## 2 Flight patterns

### 2.1 Jet aircraft

Figure 2 below shows jet aircraft track plots for arrivals and departures in the Adelaide region. Noise monitors (EMUs) are shown as yellow circles.



**Figure 2: Jet paths for the Adelaide region**

Key points are:

- Jet departures from Adelaide Airport's Runway 23 fly over Glenelg before crossing over the coastline. Departures for destinations to the east and north cross over land again around 15km south of Adelaide.
- Some jet departures from Runway 05 turn to the south east over the city shortly after taking off. Others head straight on, with a few turning to the west over water after around 20km.
- Jet arrivals to Runway 23 tend to approach from straight in for at least 15km from the runway threshold.
- Jet arrivals to Runway 05 approach from over water, flying over Glenelg before landing.
- A small number of business and corporate jets operate out of Parafield Airport. Jets arriving at Parafield Airport are required to enter into the circuit configuration before landing.

## 2.2 Non-jet aircraft

Figure 3 shows non-jet tracks (arrivals and departures) in the Adelaide region. Noise monitors (EMUs) are shown as yellow circles.

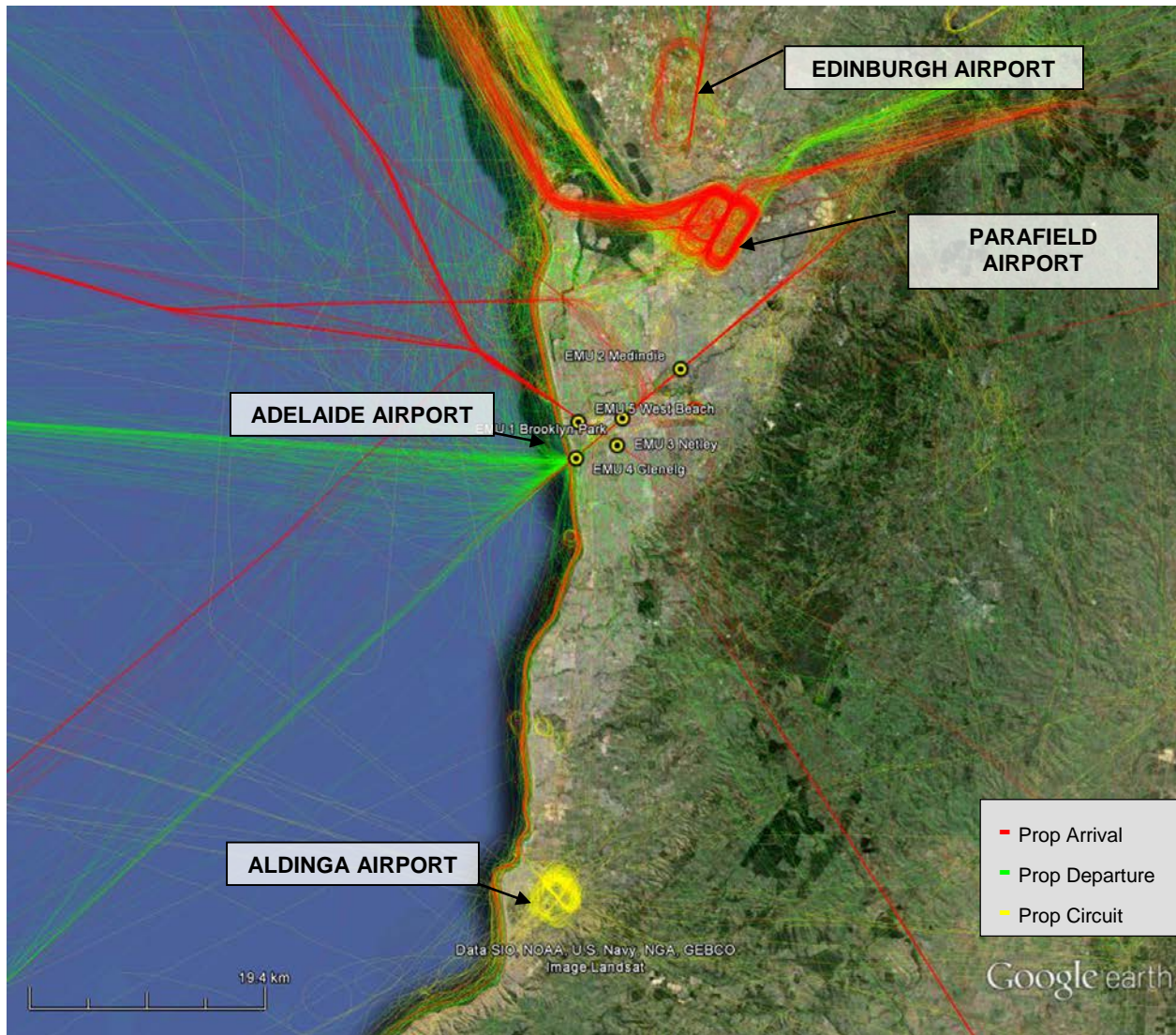


Figure 3: Non-jet flight paths for the Adelaide region

Key points shown in Figure 3 are:

- There are very few areas of Adelaide that are not overflowed by aircraft.
- While jet aircraft use well defined flight paths, this is not true to the same extent for non-jets.
- Circuit patterns are visible at Aldinga Airport, Parafield Airport and RAAF Edinburgh.
- The tracks down the coast are mostly leisure, sightseeing and training aircraft.

### 3 Aircraft Movements and Altitude

#### 3.1 Jet Arrivals / Departures by Altitude

Figure 4 below shows jet aircraft track plots for arrivals and departures within the Adelaide region coloured by altitude. Noise monitors (EMUs) are shown as grey circles.

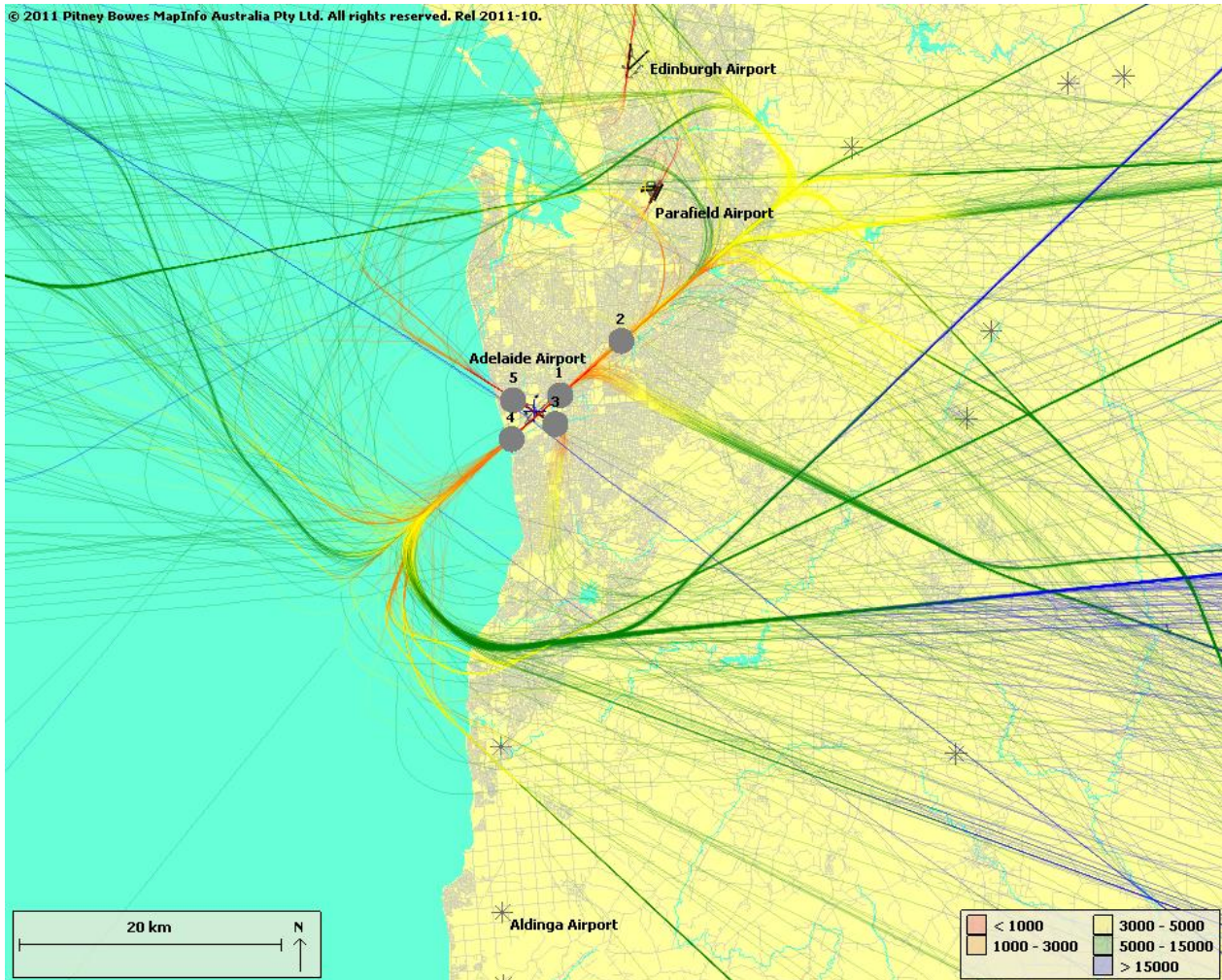


Figure 4: Jet arrivals and departures for the Adelaide region

Key points shown in Figure 4 are:

- Jets departing from Runway 23 and arriving to Runway 05 tend to overfly Glenelg at altitudes below 1 000 feet.
- Jets departing over the ocean turn to the east and cross back over land at a height greater than 5 000 feet to minimise the impact of noise on communities.
- Jets departing from Runway 05 and arriving to Runway 23 overfly residential areas at altitudes below 5 000 feet.

### 3.2 Non-jet aircraft

Figure 5 below shows non-jet tracks (arrivals and departures) for the Adelaide basin coloured by altitude. Noise monitors (EMUs) are shown as grey circles.

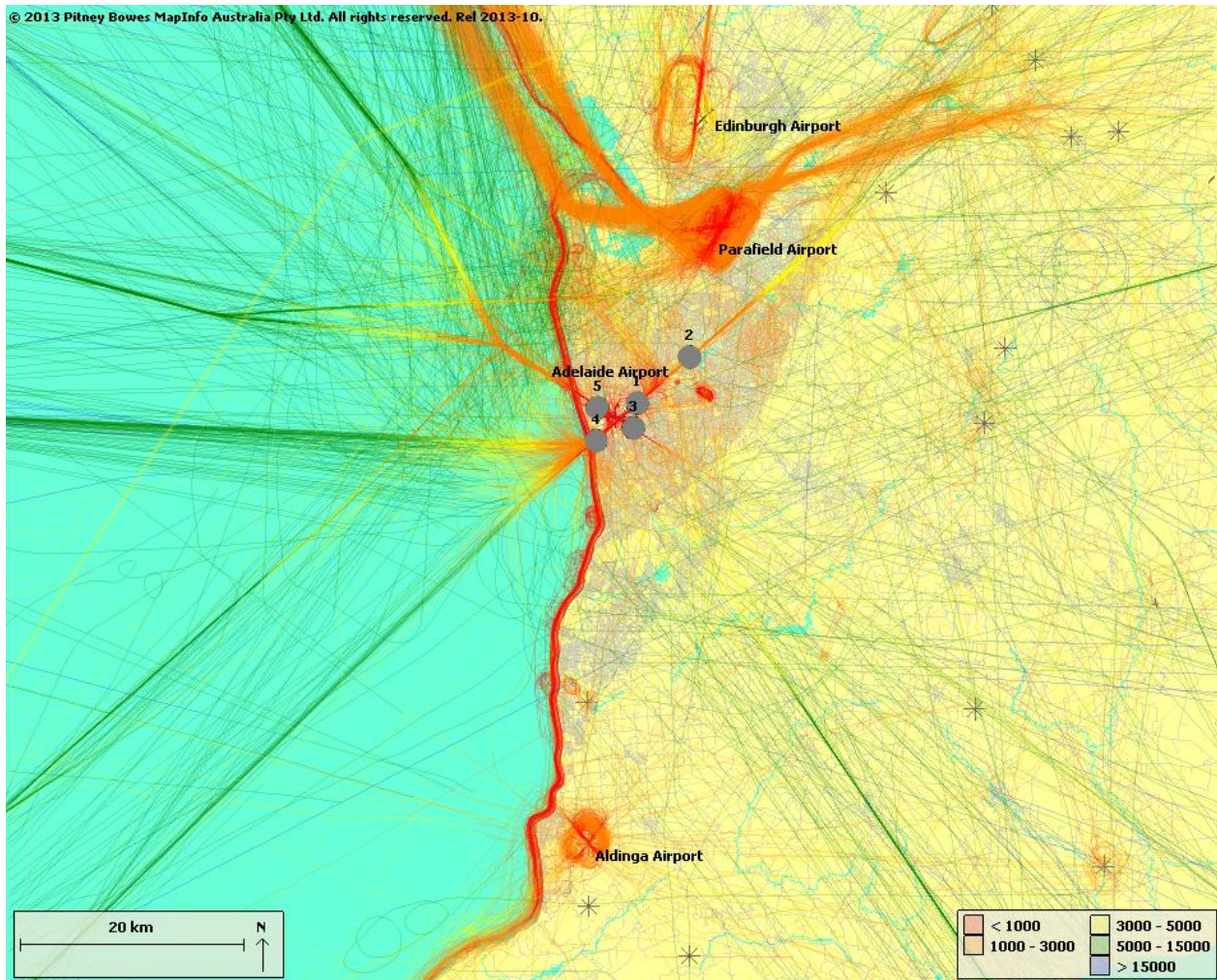


Figure 5: Non jet arrivals and departures for the Adelaide region

Key points are:

- The red track running north to south to the west of Adelaide Airport is largely due to general aviation aircraft flying along the coast at around 1 000 feet.
- Aldinga Airport is a private airfield located outside controlled airspace and catering to private pilots.
- The circuit pattern at Parafield (training aircraft) is visible as a red/orange ring towards the top of the chart indicating that aircraft are generally maintaining a height of around 1 000 feet (in line with Civil Aviation Safety Authority height requirements for circuit operations).

### 3.3 Track density plots

The track plots above show that residents living up to 15km from the airports and in line with Adelaide Airport's runways are regularly overflowed by jet aircraft below 5 000 feet. However, beyond this the regularity of flight path use is not discernible from the track plot display. A track density plot can be useful in showing the underlying track patterns.

A track density plot is a map which displays the pattern of aircraft flight tracks passing over the region around the airport. The region is divided into a set of small grid elements and the number of flights passing over each grid element is summed. Each grid element is coloured according to the number of overflights.

The next map shows a track density plot for all movements over the Adelaide Basin for Quarter 1 of 2016. The grid size adopted is 200m x 200m. The colour coding from green to red represents the range from two flight tracks per day to 20 (182 to 1820 flight tracks for the quarter). If any grid element is not colour coded, the number of aircraft flight tracks passing over that element during the quarter was less than two per day on average. The absence of a colour for a grid element does not mean the grid element is free of aircraft overflights. The grey circles show the location of each noise monitor (EMU).

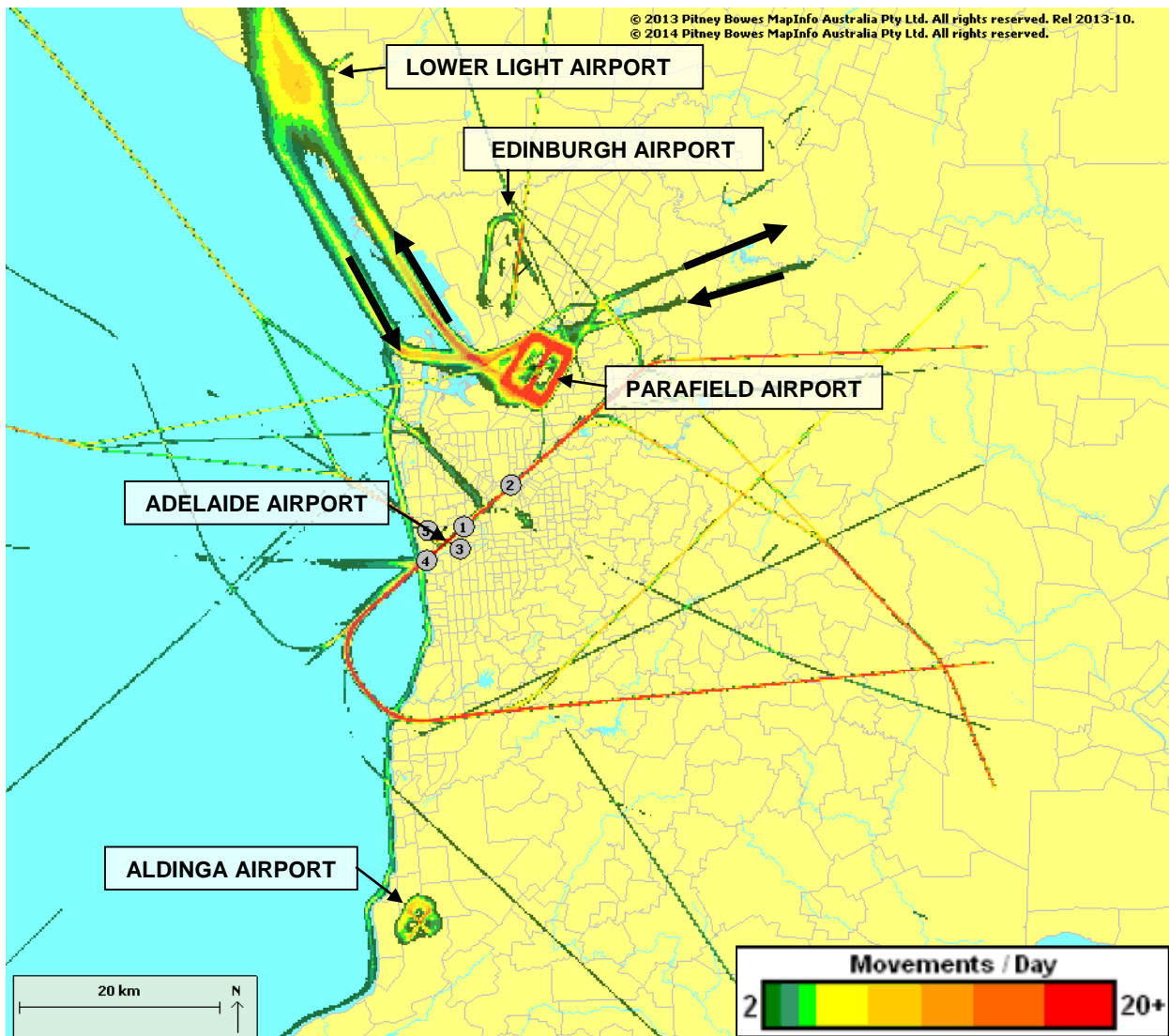


Figure 6: Track density plot for the Adelaide region, Quarter 1 of 2016

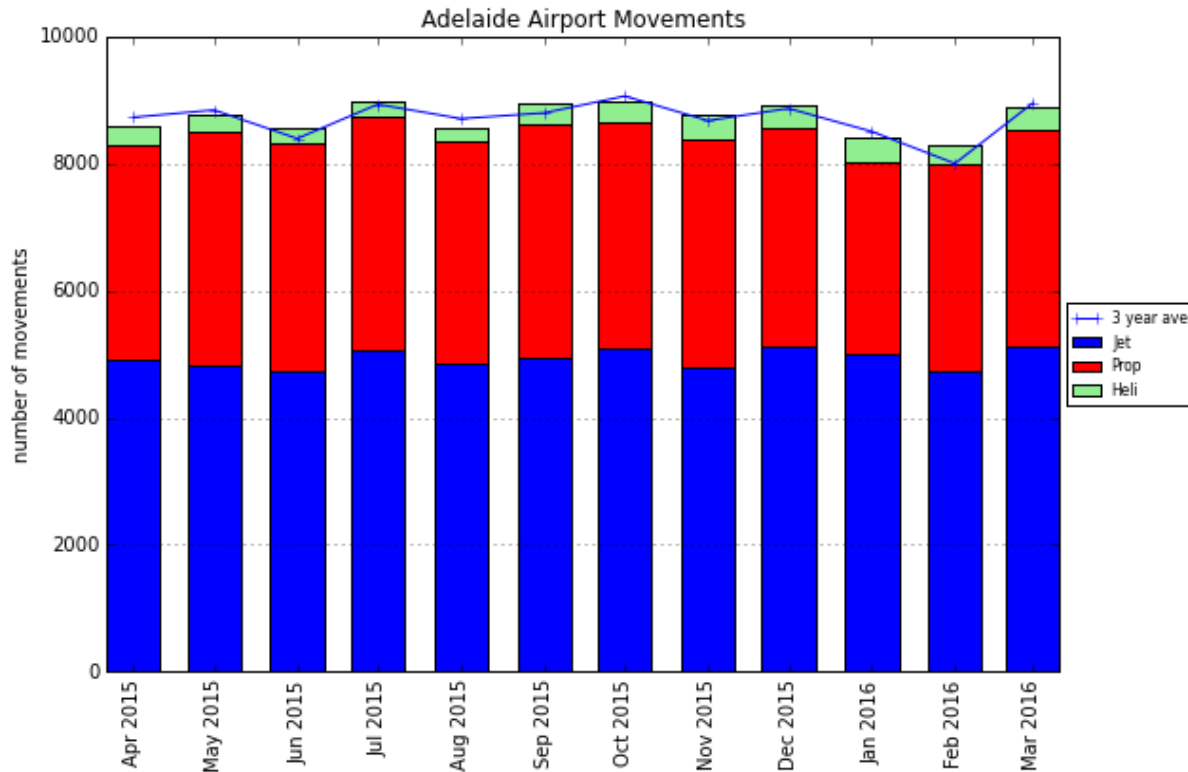
Key points are:

- There are two approach corridors for Parafield Airport (one to the north-east and another to the north-west of the airport) and two departure corridors, which are indicated by the black arrows.
- During Quarter 1 of 2016, the most used flight paths were those used for jets arriving straight in from the north on to Runway 23 and those taking off to the south from Runway 23 before turning back over land.
- Most aircraft taking off at Parafield Airport maintain the circuit until they approach the exit corridor. Similarly, arriving aircraft enter the circuit via one of the approach corridors and maintain the circuit until they are given permission by air traffic control to make their final approach to the runway.

## 4 Airport Statistics and Noise Events

### 4.1 Adelaide Airport

Figure 7 shows aircraft movements at Adelaide Airport for the 12-month period to the end of Quarter 1 of 2016 (and three-year average for each month).



**Figure 7: Aircraft movements at Adelaide Airport to Quarter 1 of 2016 (and three-year average for each month).**

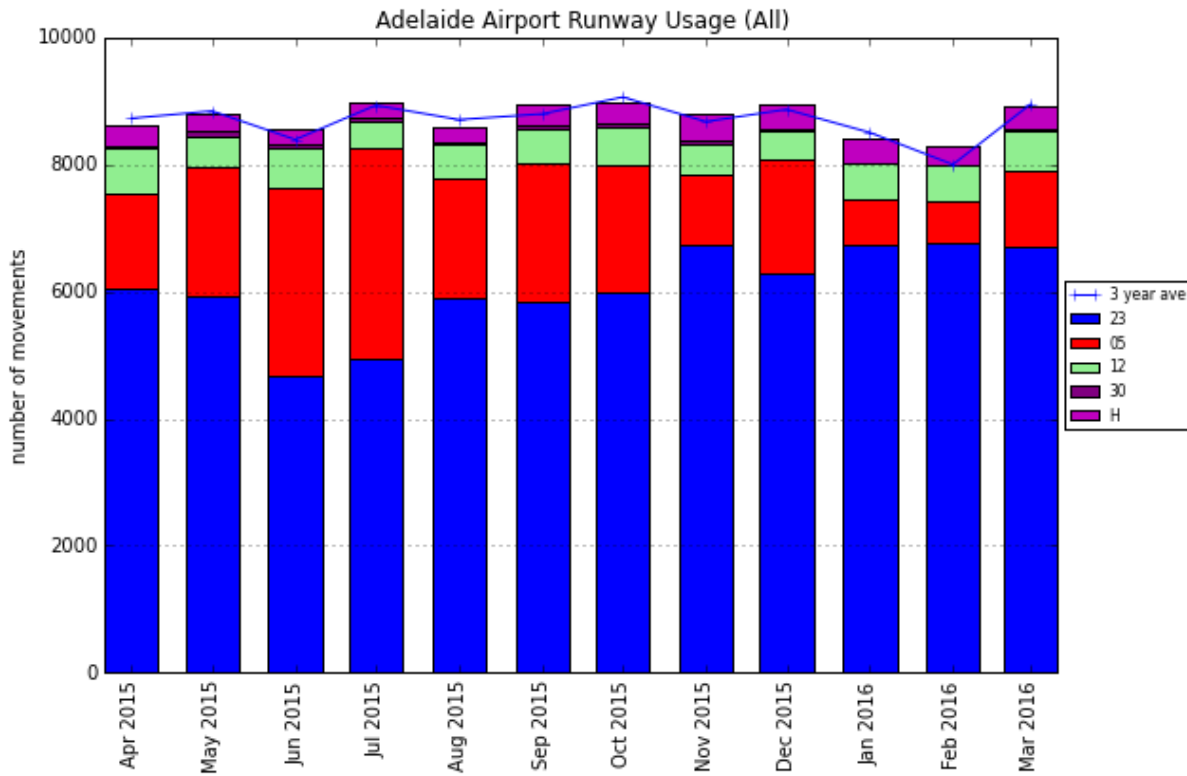
Key points are:

- Jet and propeller aircraft movements remain steady, and generally in line with the three year average.
- There are relatively few helicopter movements at Adelaide Airport.

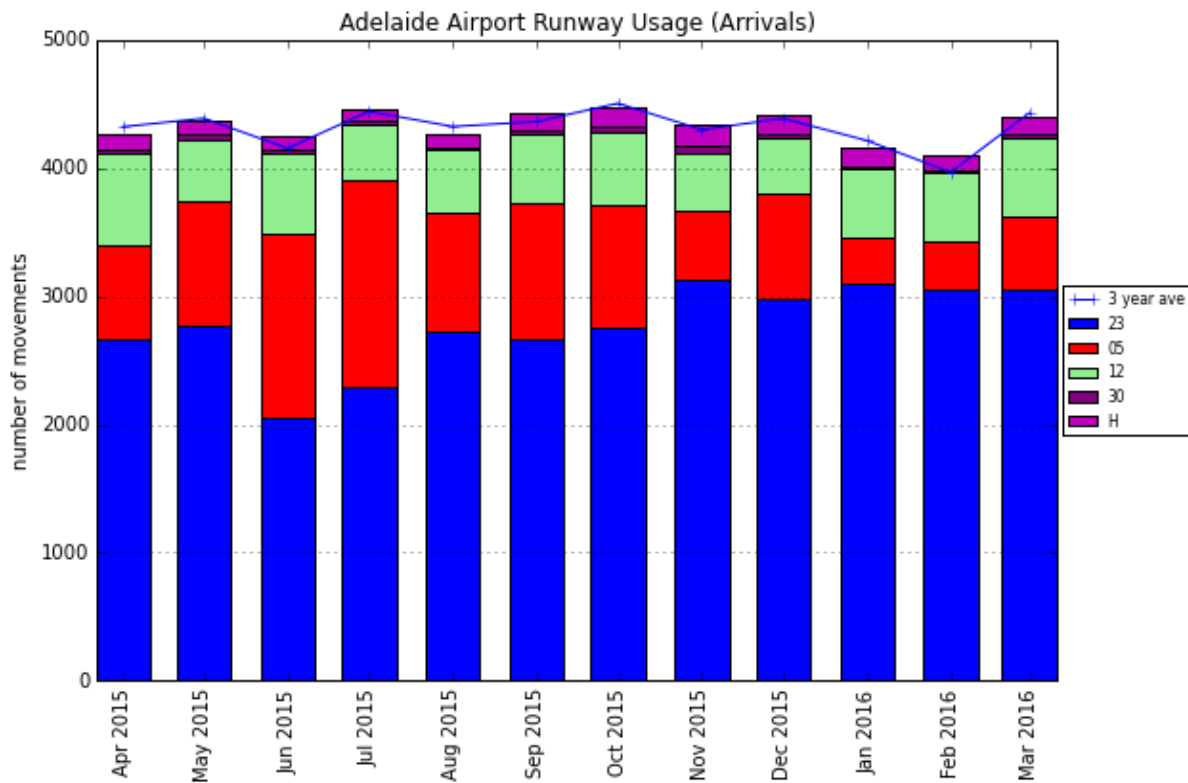
### 4.1.1 Runway Usage

Figure 8, Figure 9 and Figure 10 show runway usage for arrivals and departures at Adelaide Airport for the year up to the end of Quarter 1 of 2016 (and three-year average for each month).

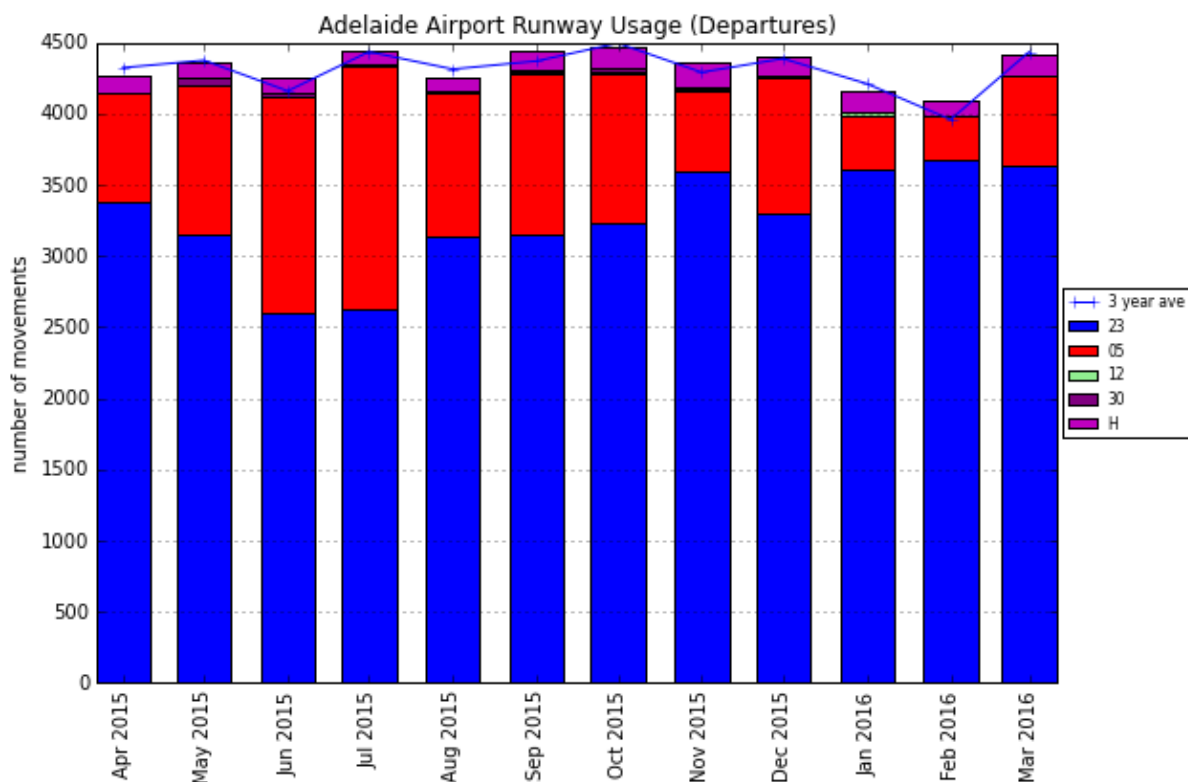
Runway selection is based on weather conditions, traffic volume and noise abatement procedures. As the wind changes, the runway in use may change as aircraft primarily take off and land into the wind for safety and performance reasons.



**Figure 8: Runway usage (All) at Adelaide Airport to Quarter 1 of 2016 (and three-year average for each month).**



**Figure 9: Runway usage (Arrivals) at Adelaide Airport to Quarter 1 of 2016 (and three-year average for each month).**



**Figure 10: Runway usage (Departures) at Adelaide Airport to Quarter 1 of 2016 (and three-year average for each month).**

The key points shown by Figures 8-10 are:

- During Quarter 1 of 2016, Runway 23 was used for around two thirds of all arrivals and departures. This means that during these months, aircraft mostly departed over the

water and arrived over the city and suburbs to the north of the city. This was due to the prevailing winds during those months were predominantly from the south-west.

## 4.2 Noise Monitoring

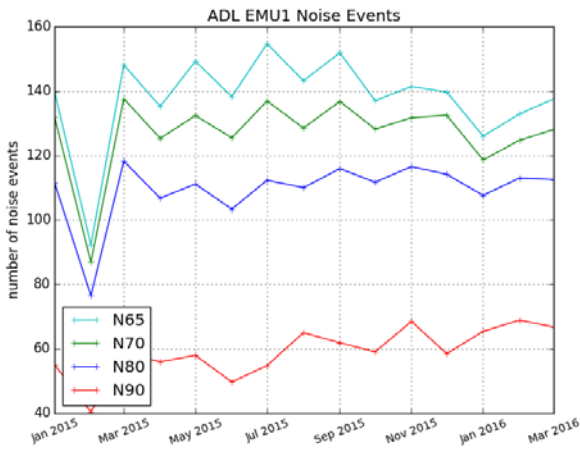
Airservices collects noise and operational data from noise monitors (EMUs) around Adelaide Airport. This data can be expressed in a number of ways, to show average noise during a period, background noise levels and number of noise 'events' over a certain threshold.

Sound is measured on a logarithmic scale with the decibel (dBA) as the unit of measure. The sound level of typical daytime urban-based activities can vary between 40 dBA and 80 dBA.

Further information is available on Airservices website at [http://www.airservicesaustralia.com/wp-content/uploads/11-154FAC\\_Fundamentals\\_of\\_sound\\_WEB.pdf](http://www.airservicesaustralia.com/wp-content/uploads/11-154FAC_Fundamentals_of_sound_WEB.pdf).

Figure 11 through Figure 15 show data from the five Adelaide EMUs for the last 15 months (see Figure 1 for the location of EMUs). The terms used within each of these figures are:

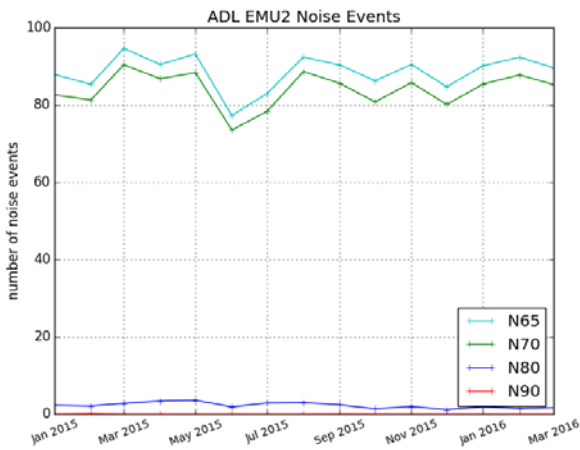
*N65*: The average number of daily noise events caused by aircraft that are over 65dBA. Figures for *N70*, *N80* and *N90* are also provided.



**Figure 11: Average daily noise events at EMU 1 (Brooklyn Park) Quarter 1 of 2015 to Quarter 1 of 2016**

Key points shown in Figure 11 are:

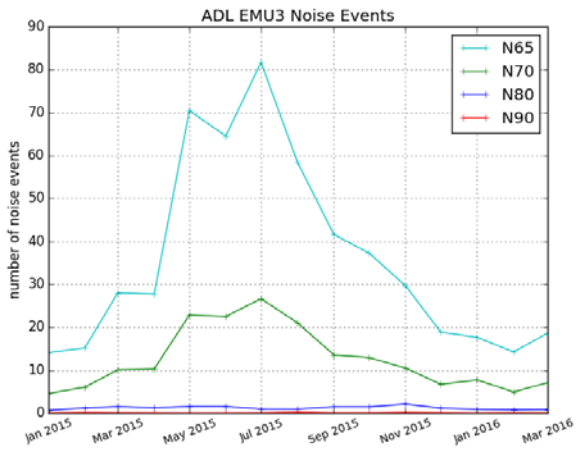
- EMU 1 captures arrivals to Runway 23 and departures from Runway 05.
- The pattern of noise events reflects the number of departures from Runway 05.
- EMU 1 experienced a hardware issue during February 2015. As a result the microphone was replaced and data from 17 to 20 February was removed. This caused the dip in the chart above.



**Figure 12: Average daily noise events at EMU 2 (Medindie) Quarter 1 of 2015 to Quarter 1 of 2016**

Key points shown in Figure 12 are:

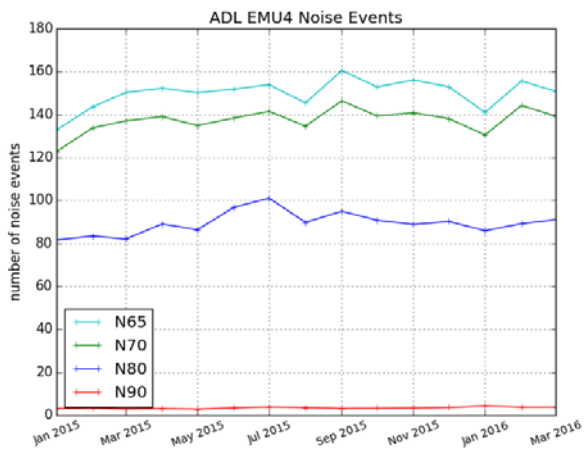
- EMU 2 captures arrivals to Runway 23 and departures from Runway 05.



**Figure 13: Average daily noise events at EMU 3 (Netley) Quarter 1 of 2015 to Quarter 1 of 2016**

The key points shown in Figure 13 are:

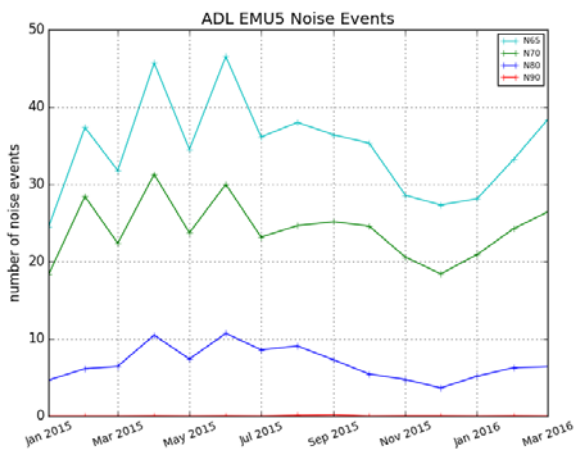
- EMU 3 is located to the south east of the cross runway.
- Due to the low level of use of the cross runway, most of the noise events captured are associated with arrivals to Runway 05.



**Figure 14: Average daily noise events at EMU 4 (Glenelg North) Quarter 1 of 2015 to Quarter 1 of 2016**

The key point shown in Figure 14 is:

- EMU 4 captures arrivals on to Runway 05 and departures from Runway 23.



**Figure 15: Average daily noise events at EMU 5 (West Beach) Quarter 1 of 2015 to Quarter 1 of 2016**

The key point shown in Figure 15 is:

- EMU 5 is located to the north west of the cross runway.
- Most of the noise events EMU 5 captures are associated with departures from Runway 23.

### 4.3 Historic Adelaide Runway Statistics

Historic movement data is given below for the most frequently used runways at Adelaide Airport.

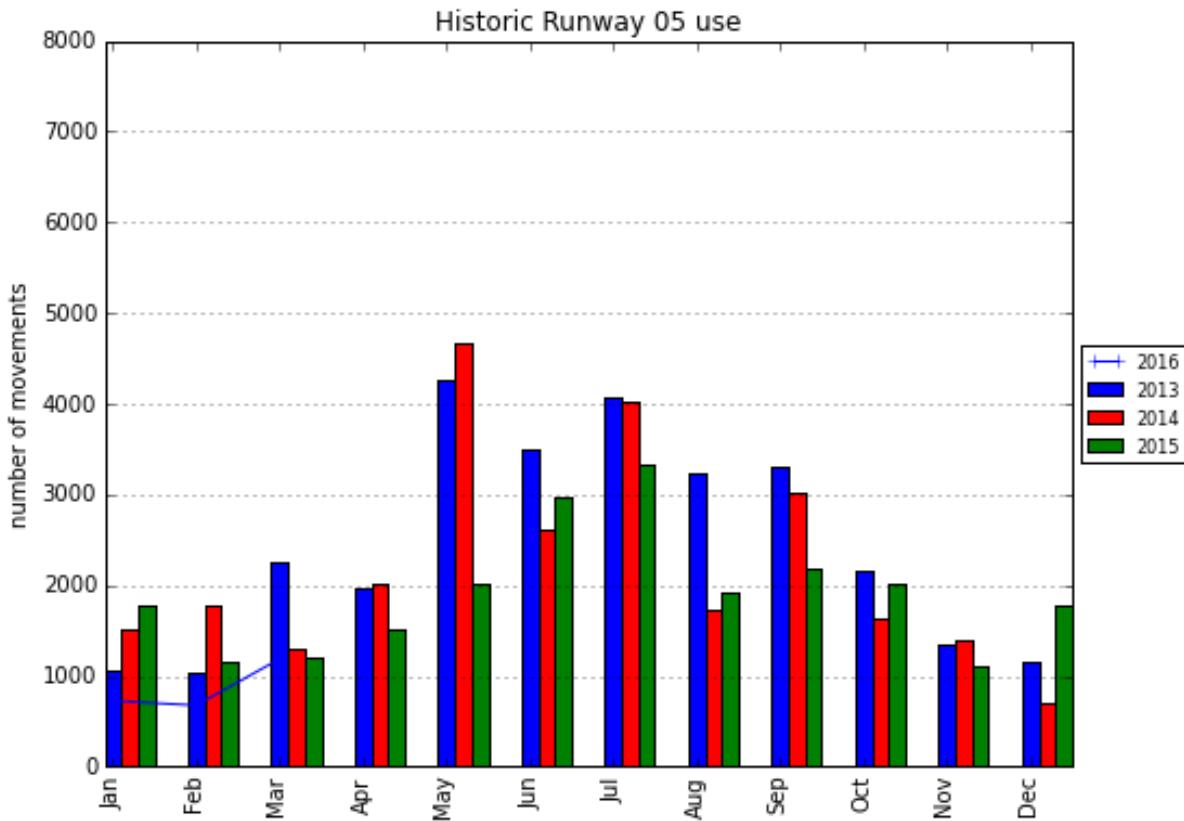


Figure 16: Runway 05 usage at Adelaide Airport 2013 to 2016

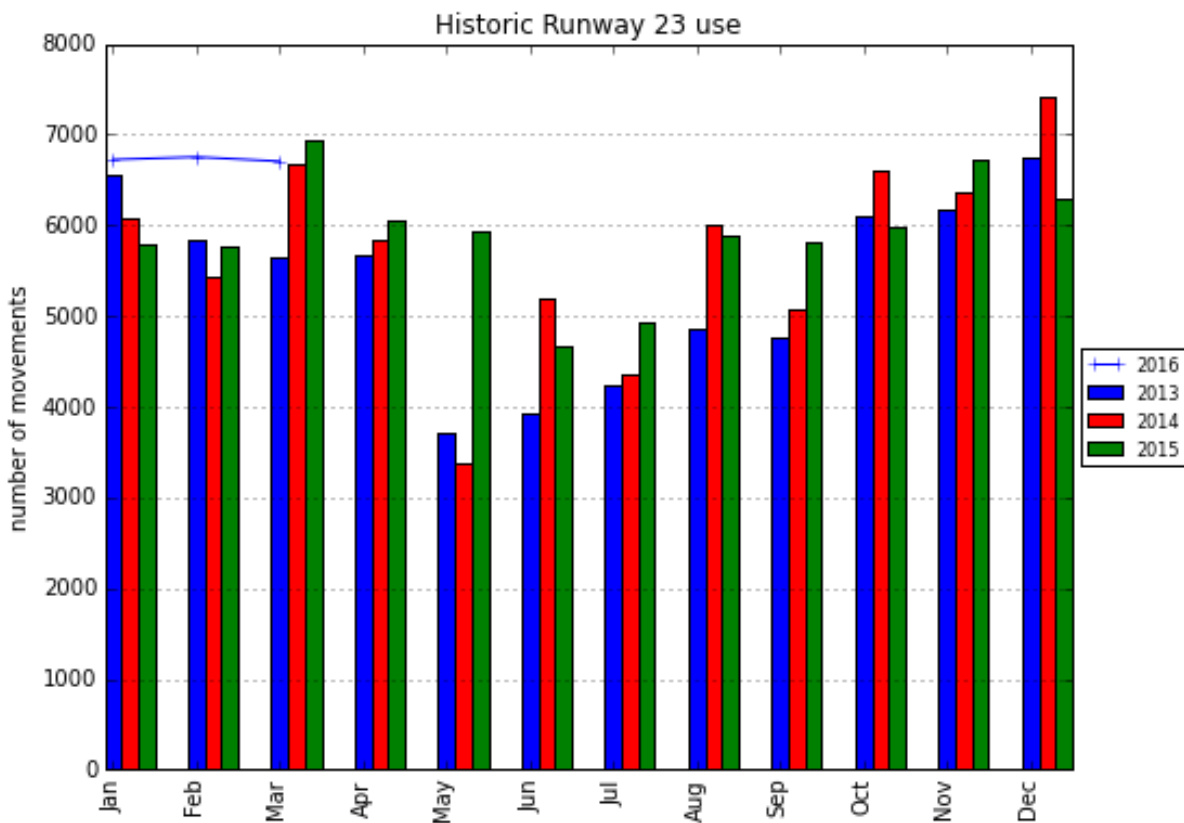


Figure 17: Runway 23 usage at Adelaide Airport 2013 to 2016

Key points shown are:

- There are clear seasonal trends in the usage of both Runway 5 and Runway 23.
- Overall, Runway 23 is used more than Runway 05 throughout the year. Runway 23 is the preferred runway for selection between the hours of 0600 and 2300. However, its use peaks in late spring, summer, and early autumn when prevailing winds are overwhelmingly from the south and south west. During this time use of Runway 05 tends to be low.

## 4.4 Curfew Operations

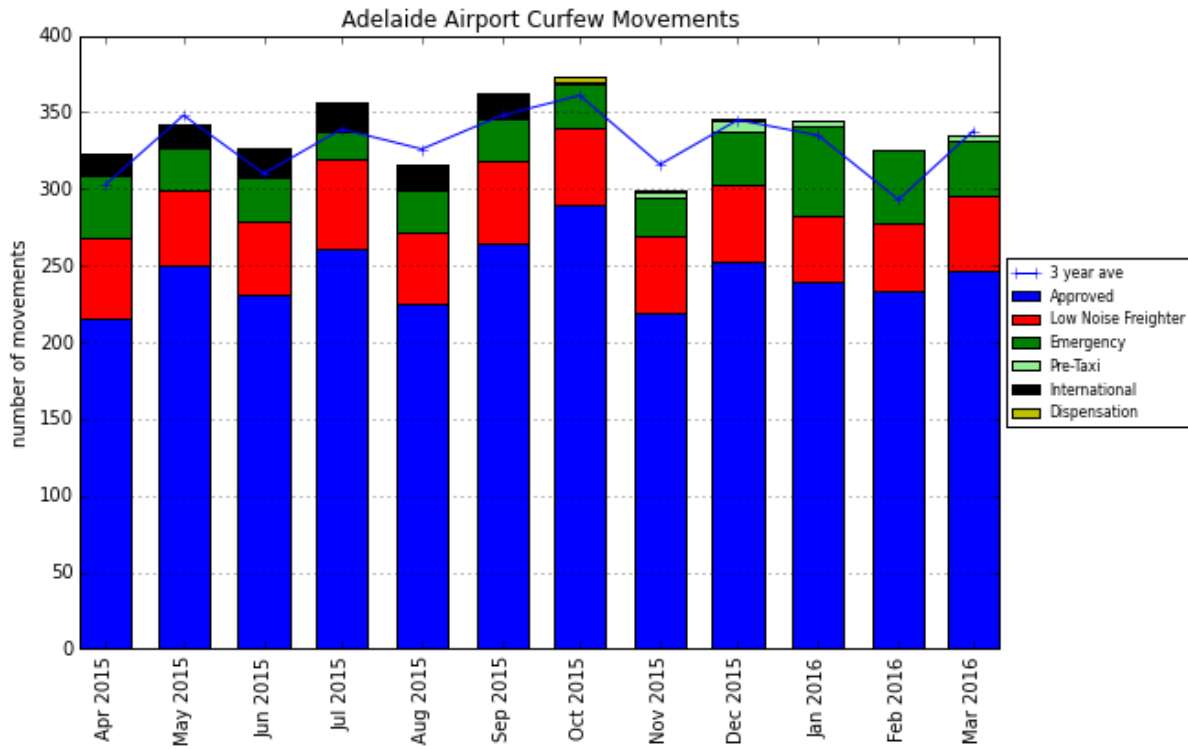
Adelaide Airport has a curfew which restricts operations between 11.00pm and 6.00am to provide noise relief to residents near the airport. This does not mean that all operations at the airport cease during these hours. In line with the Adelaide Airport Curfew Act 2000, the Federal Minister for Infrastructure and Regional Development determines which types of movements are permitted. Figure 18 shows curfew movements by category at Adelaide Airport for the 12 month period to the end of Quarter 1 of 2016 (and three-year average for each month).

Figure 19 shows the runways used during the curfew movements at Adelaide Airport for the 12 month period to the end of Quarter 1 of 2016. The Department of Infrastructure and Regional Development encourages operators to land on Runway 05 and take off from Runway 23 to minimise noise disturbance over residential areas at night. However, runway usage is determined by a range of factors, with safety as the primary consideration, and there is no penalty for aircraft that use other runways during the curfew period.

As a general rule, most commercial aircraft carrying passengers are restricted from operating during the curfew. The main exception is a small number of 'shoulder' movements between 5.00am and 6.00am, and 11.00pm and midnight. These are permitted on a quota basis to take account of time differences during the northern hemisphere summer which affect the schedules of airlines flying from these destinations to Australian airports. Other exceptions to curfew restrictions include:

- some small (under 34,000kg) aircraft that comply with the strictest International Civil Aviation Organization noise standards (included in 'approved aircraft' in Figure 18)
- a limited number of low noise freighter aircraft
- aircraft involved in emergencies
- departing aircraft that have received a taxi clearance prior to the start of the curfew.

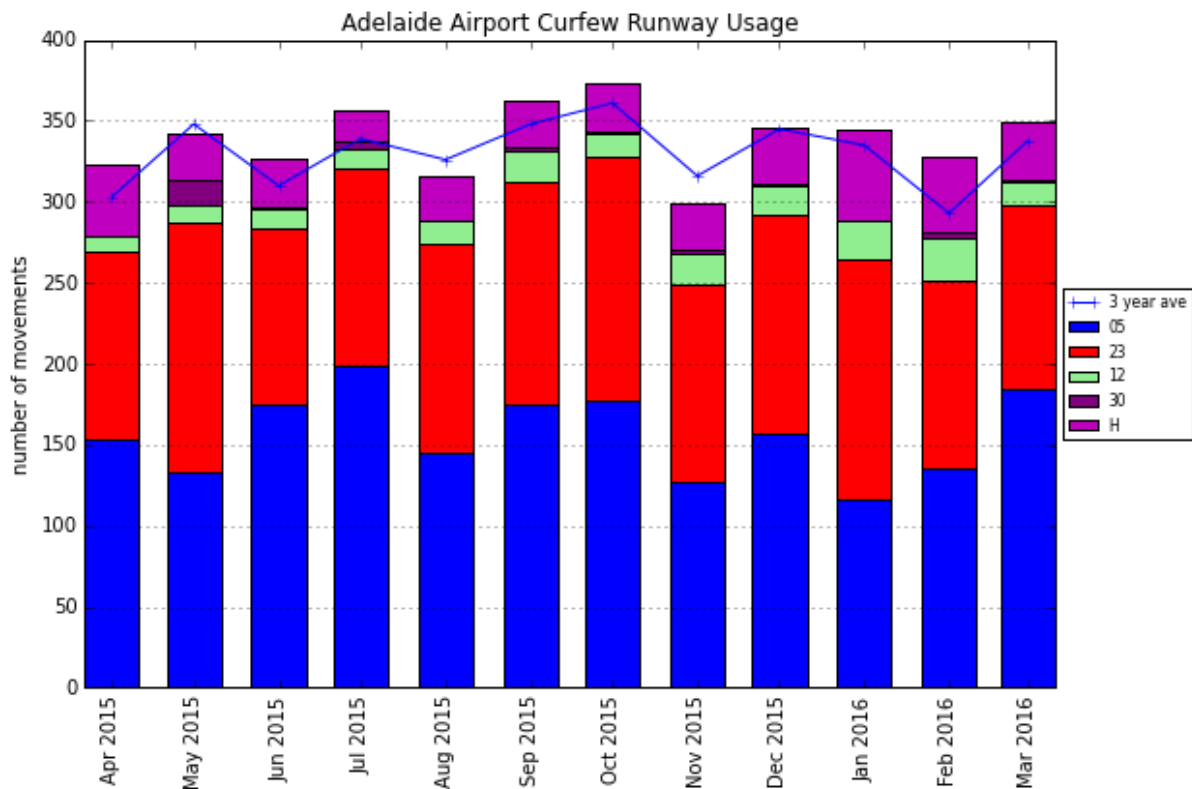
More detail on curfew restrictions is available on the website of the Department for Infrastructure and Regional Development at <http://www.infrastructure.gov.au/aviation/environmental/curfews/AdelaideAirport/DispensationGuidelines.aspx>.



**Figure 18: Curfew movements (11.00pm to 6.00am) at Adelaide Airport by curfew category to Quarter 1 of 2016 (and three-year average for each month).**

Key points are:

- During January and March of Quarter 1 2016, the number of operations during curfew hours at Adelaide Airport were in line with the three-year average, with February being slightly higher than the three year average. There was an average of 10 curfew movements per night for the quarter.
- The greatest number of curfew movements during this quarter involved approved aircraft (which include diversions from other airports due to poor weather). The second highest category was freighters which have low certified noise levels and emergency services.
- During Quarter 1 of 2016 there were no international movements during curfew hours.
- There were very few occurrences of pre-curfew taxi over the last 12 months.



**Figure 19: Runway usage for curfew movements (11.00pm to 06.00am) at Adelaide Airport to Quarter 1 of 2016 (and three-year average for each month).**

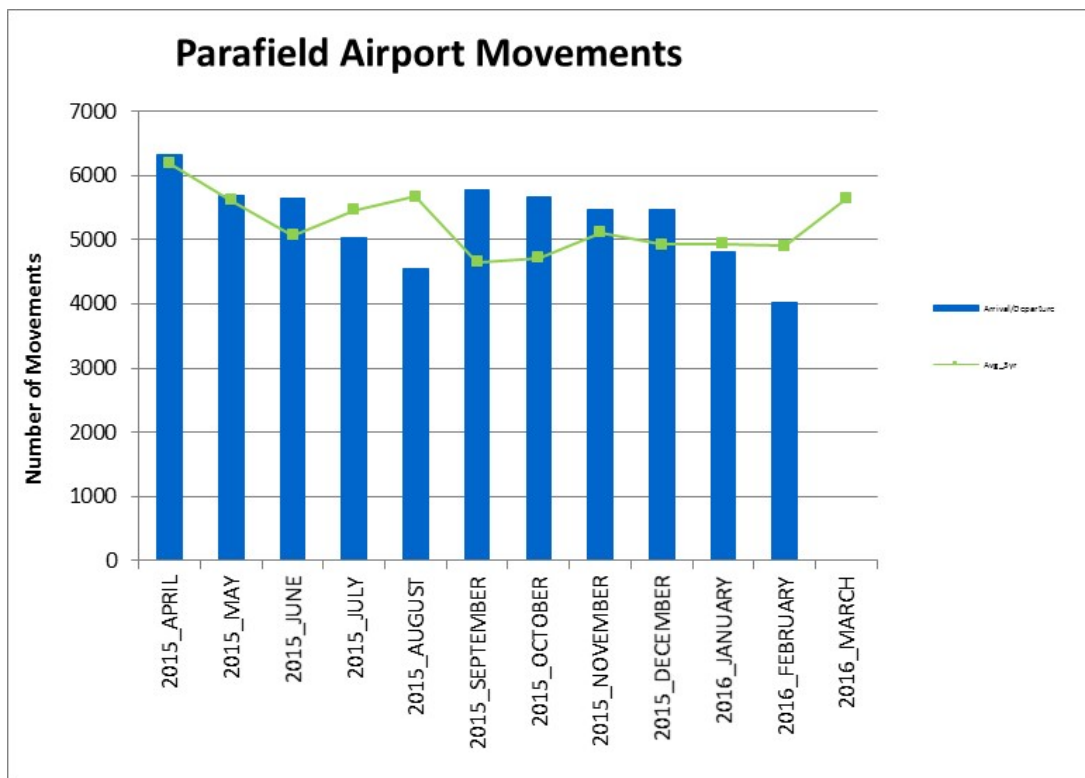
Key points are:

- Runway 23 and Runway 05 were used fairly evenly during curfew hours in Quarter 1 of 2016. This is in line with the noise abatement procedures that encourages operators to land on Runway 05 and take off from Runway 23 to minimise noise disturbance over residential areas at night.
- A small number of operations in the curfew period used Runway 12.

## 4.5 Parafield Airport

Figure 20 shows aircraft arrival / departure movements at Parafield Airport for the 12-month period to the end of Quarter 1 of 2016 as data entry results at 05/04/2016. The data point for March 2016 is temporarily removed due to uncompleted data entry process at the report preparation time. The chart also includes 3-year averages for each month.

The movements in the graph are based on arrival/departures at the airport and have excluded circuits. This is due to the difficulty in accurately reporting on the number of circuits at the airport. Circuits are usually performed by small General Aviation aircraft.



**Figure 20: Aircraft movements at Parafield Airport to Quarter 1 of 2016 (and three-year average for each month).**

Key points shown in Figure 20 are:

- There are several flight schools based at Parafield Airport and circuits are a key part of their training. As a result the majority of movements involve circuit training movements.
- Movement numbers for Quarter 1 2016 were lower than the three-year average due to a decrease in flying school operations.
- Numbers of circuit operations fluctuate according to flying school schedules.

## 5 Complaints data

Airservices manages complaints and enquiries about aircraft noise and operations through its Noise Complaints and Information Service (NCIS). Complaints, enquiries and requests for information about aircraft operations received by the NCIS are collected and stored in a database for the purpose of complaint management, analysis of issues and identification of causal factors. Each complaint, enquiry or request for information is referred to as a contact and each person who makes contact with the NCIS is referred to as a complainant. For this report, only complainants making complaints have been included.

### 5.1 NCIS Complainants by suburb

The NCIS received contacts from 65 complainants from Adelaide Airport and Parafield Airport during Quarter 1 of 2016. Complainant density maps are used to show the number of complainants from each suburb, with suburbs coloured according to how many complainants had contacted the NCIS. The data does not include complainants who contacted other organisations (e.g. airports).

Table 1 and Table 2 provide a breakdown of suburbs from Quarter 1 of 2016 with five or more complainants.

Figure 21 shows complainant density with flight tracks overlaid for Adelaide Airport and Parafield Airport for Quarter 1 of 2016.

Figure 212 shows complainant density with flight tracks overlaid for Parafield Airport for Quarter 1 of 2016.

***The following data is derived from a dynamic database and is correct as at 15 April 2016 and may change without notification.***

**Table 1: Recorded Adelaide Airport Complainants by Suburb, Quarter 1 of 2016**

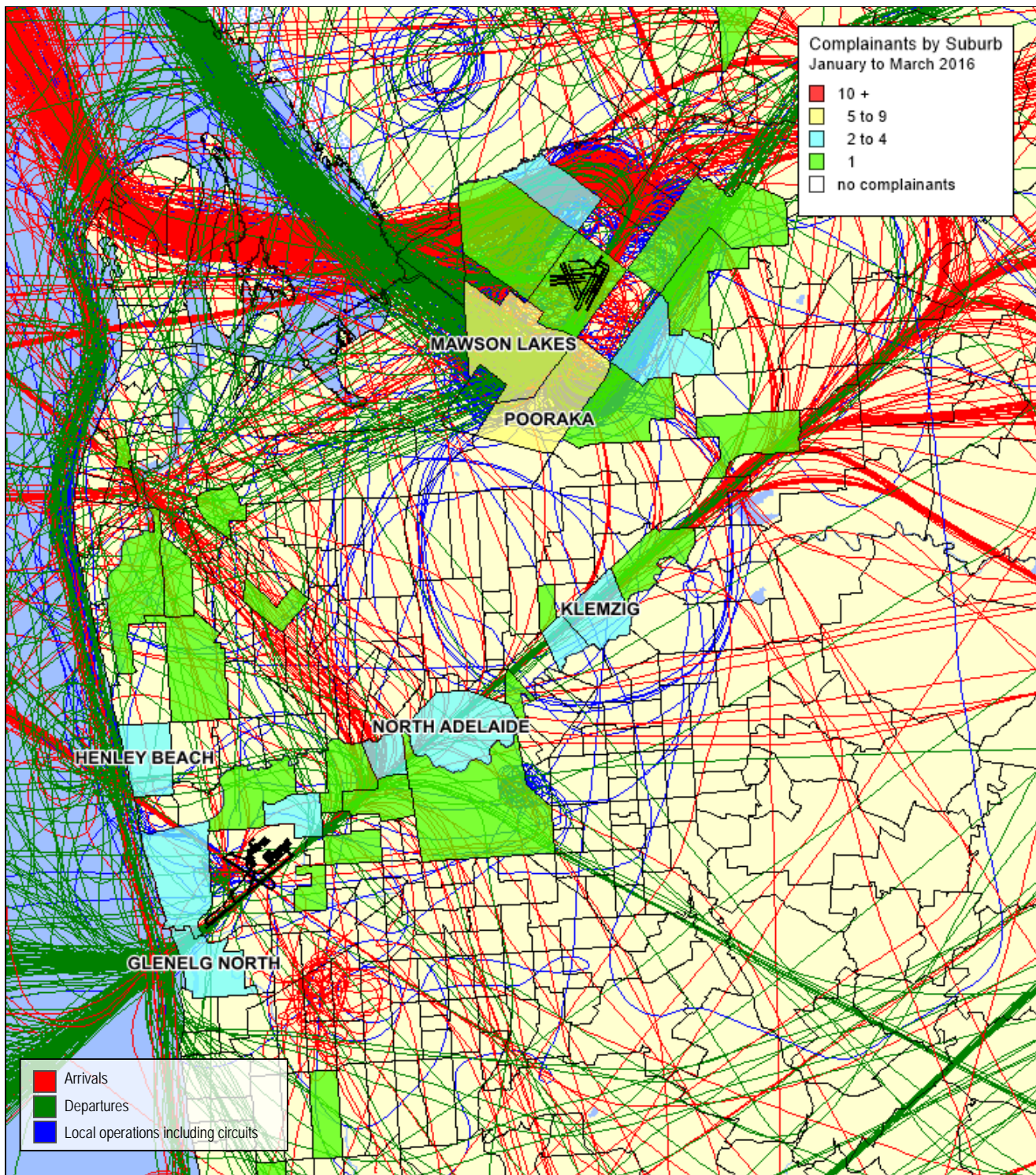
Adelaide Airport				
Suburbs	Q2 2015	Q3 2015	Q4 2015	Q1 2016
-	-	-	-	-
<b>All Other Complainants</b>	<b>29</b>	<b>20</b>	<b>12</b>	<b>43</b>
<b>Total Complainants</b>	<b>29</b>	<b>20</b>	<b>12</b>	<b>43</b>

**Table 2: Recorded Parafield Airport Complainants by Suburb, Quarter 1 of 2016**

Parafield Airport				
Suburb	Q2 2015	Q3 2015	Q4 2015	Q1 2016
Mawson Lakes	2	5	4	7
Pooraka	1	2	3	6
<b>All other Complainants</b>	<b>16</b>	<b>16</b>	<b>9</b>	<b>11</b>
<b>Total Complainants</b>	<b>19</b>	<b>23</b>	<b>16</b>	<b>24</b>

Key points:

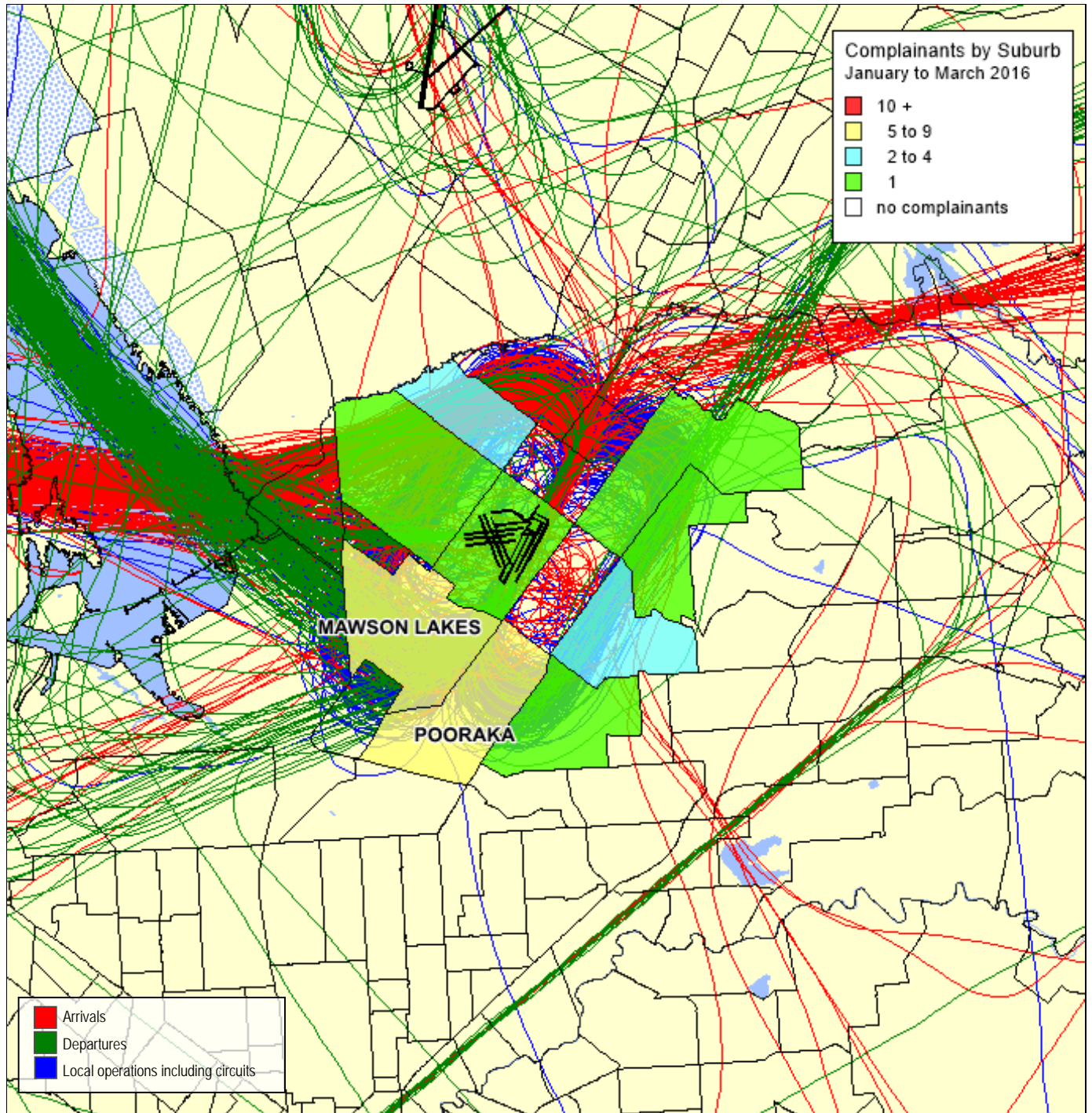
- Key issues for Adelaide Airport were helicopter activities and curfew movements. The helicopter movements were predominantly emergency services such as police and rescue services. Ten complainants raised concerns that touched on both key issues – emergency services helicopter movements during the curfew period.
- The suburbs around Adelaide Airport or under the arrival path to Runway 23 were the source of the majority of complaints about curfew movements. A landing and subsequent departure of an B777 that occurred during the curfew on 15 February as a result of a medical emergency on board generated contacts from six complainants.
- Mawson Lakes and Pooraka were the only suburbs at Parafield Airport with five or more complainants. All complainants at Parafield were regarding circuit movements, the primary operations at the airport.



**Figure 21: Adelaide basin complainant density for Quarter 1 of 2016 with an overlay of tracks for sample period 1 to 3 March 2016 at Adelaide Airport and Parafield Airport**

Key points shown in Figure 21 are:

- Complainants about Adelaide Airport operations are usually from suburbs overflowed by arrivals to Runway 23 or departures from Runway 05.
- Complainants' issues included curfew operations including permitted or emergency operations and also helicopter operations from the airport.



**Figure 22: Parafield Airport complainant density for Quarter 1 of 2016 with an overlay of tracks for sample period 1 to 3 March 2016 at Parafield Airport**

Key points shown in Figure 22 are:

- Complainants raising issues regarding Parafield Airport were from people living close to the airport where a large number of the airport operations occur.
- The main issue raised by the majority of complainants is circuit training operations at Parafield Airport.

## 6 Airservices update

### 6.1 Community Aviation Consultation Groups

Airservices attends community forums at both Adelaide Airport and Parafield Airport. Appendix 1 provides a summary of issues raised by Airservices at Adelaide Airport Consultative Committee meetings and Parafield Airport Community Aviation Consultation Group meeting.

### 6.2 Noise improvements

Airservices has developed a process to investigate aircraft noise improvements across Australia. Working with the community and the aviation industry, Airservices will assess the benefits of noise improvement proposals and implement them if feasible.

Airservices will assess the potential safety, efficiency and environmental impacts of proposals. We will seek community views throughout this process to help inform decisions. Safety remains our top priority and any change would have to meet rigorous Air Traffic Control requirements. This means that it may not be possible to implement some proposals.

Airservices would only implement a new procedure or a trial after a comprehensive community engagement process, including consultation with community forums. We would also discuss potential changes with the aviation industry. Airservices will publish details of any changes to procedures or trials on its website.

Appendix 2 provides details of all noise improvements that have been investigated and/or implemented in the Adelaide basin.

## 7 Contact us

To lodge a complaint or make an enquiry about aircraft operations, you can:

- go to WebTrak ([www.airservicesaustralia.com/aircraftnoise/webtrak/](http://www.airservicesaustralia.com/aircraftnoise/webtrak/))
- use our online form ([www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/](http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/))
- by e-mail to [ncis@airservicesaustralia.com](mailto:ncis@airservicesaustralia.com)
- telephone 1800 802 584 (freecall) or 1300 302 240 (local call –Sydney)
- fax (02) 9556 6641
- write to, Noise Complaints and Information Service, PO Box 211, Mascot NSW 1460.

Airservices welcomes comments about this report. Please contact us via e-mail at [ncis@airservicesaustralia.com](mailto:ncis@airservicesaustralia.com) if you would like to provide feedback.

# Appendix 1    **Airservices update**

## **Adelaide Airport Consultative Committee**

### 12 February 2016

- Airservices provided a presentation on Smart Tracking including; current flight paths at Adelaide Airport, benefits, and implementation program for ICAO RNP AR at Adelaide.
- A summary of the Adelaide Aircraft Noise Information Report – Quarter 3 2015 was also provided, including main issues raised with the Noise Complaints and Inquiry Service (NCIS) which included flights during the curfew period and helicopter operations.

### 20 November 2015

- Airservices provided an update on WebTrak enhancement and a summary of the Adelaide Aircraft Noise Information Report – Quarter 3 2015, including main issues raised with the Noise Complaints and Inquiry Service (NCIS) which included flights during the curfew period and helicopter operations.
- Airservices also provided information on noise monitoring and Smart Tracking.

### 21 August 2015

- A summary was provided for the Adelaide Aircraft Noise Information Report – Quarter 2. During Quarter 2 of 2015, the dominant direction for Quarter 2 was 23 (runway 23 for arrivals and departures). This is due to the prevailing winds during those months were predominantly from the south-west.
- The greatest number of curfew movements during this quarter involved approved aircraft. The second highest category was freighters which have low certified noise levels (90-95 rule).
- The number of complainants contacting the NCIS during Q2 about Adelaide Airport was down from 50 during Q1 to 29 during Q2. Complaints about Adelaide Airport are usually from suburbs overflowed by arrivals onto runway 23 or departures from 05.
- Airservices ran a workshop at the Walkerville Council offices the night previous to the CACG meeting. The Council representative from Walkerville gave a positive report to the CACG on this workshop.
- A presentation on noise monitoring was provided for CACG attendees.

### 22 May 2015

- A summary was provided for the Adelaide Aircraft Noise Information Report – Quarter 1. During Quarter 1 of 2015, Runway 23 was most used for both departures and arrivals and was due to the prevailing winds during those months were predominantly from the south-west.
- Complaints about Adelaide Airport operations are usually from suburbs overflowed by arrivals to Runway 23 or departures from Runway 05. However during this quarter due to the runway lighting works on Runway 05/23, there was a significant increase in complaints from suburbs which are affected by the cross runway 12/30 arrivals and departures. The majority of these complaints were concerning aircraft over flying them during the curfew.

## **Parafield Airport Community Aviation Consultation Group (CACG)**

### 18 February 2016

- Airservices provided an update on temporary noise monitoring that was undertaken at Parafield Airport to determine noise levels of aircraft operating in the circuit. Monitoring commenced on 6 July 2015 and concluded in January 2016. The final report will be presented at the next meeting in May.

### 19 November 2015

- A summary was provided on the Adelaide Aircraft Noise Information Report - Quarter 3 2015. The Noise Complaints and Inquiry Services (NCIS) received contacts from 23 complainants regarding noise, frequency and the late finishing time (11pm) of circuit training at Parafield Airport.
- Airservices also provided a presentation on the temporary noise monitoring that is being undertaken at Parafield Airport to determine noise levels of aircraft operating in the circuit. Monitoring commenced on 6 July 2015 and will conclude in January 2016. The presentation included monitor locations, examples of information collected including; the breakdown of arrivals and departures and circuits, comparison of aircraft noise to community/background noise at each location, variations of aircraft lateral distance, height of aircraft. An overview was also provided on some of the results collected and information on example noise levels.

### 20 August 2015

- A summary was provided for the Adelaide Aircraft Noise Information Report – Quarter 2. Overall, movement numbers at the airport in Quarter 2 of 2015 were slightly up on the three-year average due to increased flying school operations.
- The Noise Complaints Inquiry Service (NCIS) received contacts from 19 complainants from Parafield Airport during Quarter 2 of 2015. This is down from 52 for Q4 2014 and 39 in Quarter 1 2015. The main issue raised by complainants was the noise, frequency and the late finishing time of 11pm of circuit training at the airport.
- Temporary noise monitoring commenced 6 July 2015 at Parafield and is expected to finish early January 2016. The five monitors appear in WebTrak. Preliminary results will be provided to the airport in time for the next CACG meeting. In addition Airservices will provide updates at each meeting.
- Airservices also provided a presentation on Noise Monitoring - how aircraft noise monitoring is conducted at major airports around Australia. The presentation covered the recent deployment of monitors at the airport concentrating on the unique challenges at Parafield. Initial feedback was positive.

### 21 May 2015

- A summary was provided for the Adelaide Aircraft Noise Information Report – Quarter 1 2015. Overall, movement numbers at the airport in Quarter 1 of 2015 were slightly up on the three-year average due to increased flying school operations.
- Temporary noise monitoring is scheduled to commence now on 6 July 2015 at Parafield, earlier than reported at the previous meetings. Monitoring will be undertaken for a period of 6 months (updated from previously reported 3-4 months to obtain local data and validate noise modelling). Updates will be provided at each meeting.

## Appendix 2 Noise Improvement Investigations

### Adelaide Noise Improvement Investigations

<b>Issue</b>	<b>Investigated</b>	<b>Outcome</b>
Adelaide: Can jets departing Runway 05 be retained on their planned routes and not taken off track over built up areas?	<b>2016</b>	Airservices Adelaide Air Traffic Control included in Local Instructions.