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Department of Infrastructure, Transport,
Regional Development and Local Government
GPO Box 594
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Contact: John Harry
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Dear Sir/Madam

**Re: Towards a National Aviation Policy Statement Issues Paper April 2008
City of Salisbury Submission**

Thank you for the opportunity to provide a submission in relation to the recently released issues paper. The Parafield Airport facility which is one of Australia's oldest inner-city commercial airports is located within the City of Salisbury which has a population of some 118,000.

As a consequence of its location and the rapid growth of Salisbury, with increasing demand for further residential development coupled with the impact airport activity is having on nearby residential areas it is appropriate to raise questions about the future of Parafield.

The City of Salisbury has generally supported development proposals of a non-aeronautical nature occurring on the site. However, we believe that the airport activities themselves are not an essential activity to the site and indeed our Council.

This is not to suggest that Adelaide should not be serviced by a second general aviation facility but rather an alternative site which is not encumbered by surrounding residential development or constrained in its aircraft operation through space limitations would provide a more sustainable operation base in the longer-term.

We believe that the establishment of an alternative site will not only meet the aspirations of the Federal Government as expressed in the issues paper, but also provide long-term benefit to the City of Salisbury for two primary reasons.

Firstly, the aeronautical activities represent a significant and ongoing risk to our community. This is particularly the case given the nature of the vast majority of aircraft movements result from training and recreational activities. This is further exacerbated by the proximity and density of residential land uses surrounding the airport which as a consequence also gives rise to a significant number of complaints regarding noise from these movements.

Secondly, we do not believe that the current use of this land adds real value to the Salisbury community (indeed noise from airport activities is a constant irritant) and significantly greater value could be found from alternative uses of the site

If the airport facility could be relocated from this site the opportunity to pursue development outcomes which are central to both the Federal and State Government's future business, population and housing agendas can be realised.

These include:-

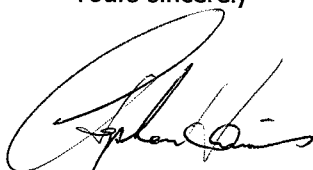
- The release of a significant area of broad acre land (some 430 hectares) within the Metropolitan Adelaide urban growth boundary which is will serviced by existing public and private transportation facilities and other general utilities. With appropriate design it could deliver some 5000 residential properties to further facilitate population increases and provision of affordable housing.
- The opportunity to expand the educational; innovation and enterprise development facilities located at Technology Park and the University SA which immediately adjoins the Airport.
- The residential development could inturn provide an attractive location for employees of existing and future business activities occurring as a result of growth in Edinburgh Park industrial estate and the expansion of the defence capabilities at RAAF, DSTO, and the soon to be established Army facilities.
- The amelioration of long-standing resident concerns on noise and safety in the vicinity of the airport.

Whilst it is recognised that the relocation proposition is complex in nature, Council believes that the potential benefits justify its consideration. It is strategically important that the National Aviation Policy address the necessity of providing greater planning and investment certainty for industry as well as certainty for users of aviation services and the communities affected by aviation activity. Moreover, it should be used to pursue opportunities which can integrate and enhance the value of other Federal Government policy agendas without detriment to the aviation industry.

Council understands that the Commonwealth Government may be concerned about the precedent of relocating a major secondary airport in a capital city, but it believes that, with the active support of the Commonwealth it is timely to consider this proposition.

In summary, I encourage your Government to recognise the importance of this submission, and take a leadership role in considering its merits within its upcoming so called green paper on a National Aviation Policy. I would be happy to discuss this matter further with you at your convenience and be part of any future discussion in relation to this matter.

Yours sincerely



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cc Mr Tony Zappia MP, Federal Member for Makin
Mr Mark Butler, Federal Member for Port Adelaide