



Australian Government

# Steve Georganas MP

FEDERAL MEMBER FOR HINDMARSH



Department of Infrastructure, Transport, Regional Development and Local  
Government  
GPO Box 594  
CANBERRA ACT 2601

National Aviation Policy Statement  
Submission in response to the Issues Paper  
June 2008

I wish to briefly raise concerns raised by members of the Hindmarsh community in relation to the aviation industry and the management of leased airports for consideration in the development of a National Aviation Policy Green Paper.

The Adelaide Airport is located within the federal Division of Hindmarsh, for which I am the federal Member. Views represented below are a depiction of views expressed to me by local organisations, including local government, and individuals concerned with the operation of the airport and its effect on the surrounding area.

### Aviation noise

I understand that the implementation of the Adelaide Airport Noise Insulation Program has been completed and is valued by members of the Hindmarsh community.

I would recommend provision be made for ongoing monitoring of aircraft noise for the potential expansion of the program to provide insulation for qualifying houses adversely affected by aircraft noise in the future.

### Adelaide Airport Curfew

The Adelaide Airport Curfew has been in operation since the year 2000, operating between 11PM and 6AM. While the curfew makes certain allowances for some flights between these hours, in particular 'low noise' freight aircraft, residents that live under or adjacent to the flight path generally seem reasonably satisfied with its operation.

A paper released by the South Australian Freight Council in March 2008, *South Australia's Freight Transport Systems: Regulating Freight*, received attention in the local media and contributed to some consternation within the Hindmarsh community. Residents feared that the curfew might be reviewed, relaxed or ultimately abolished. While this has not eventuated to date, the reaction to the media's coverage of the paper did highlight the importance the community place in the curfew as it currently operates.

Recent conversations with Adelaide Airport Limited suggested that the existing flight path of larger aircraft may be less strictly adhered to in the future due to the uptake of superior navigation equipment. The prospect of the flight path broadening to cover a greater area and larger number of households, none of which have thus far qualified under the Noise Insulation Program, highlights the importance of the curfew in limiting residents' exposure to aircraft noise between 11PM and 6AM.

I would wholeheartedly recommend the continued operation of the Adelaide Airport Curfew either in its existing form or with greater recognition of the impact noise may have on residents under the flight path.

### **Airport development**

The official opening of the new Adelaide Airport terminal received great interest from South Australian residents, indicating a willingness to support the development of aviation infrastructure and the provision of modern, quality aeronautical services.

I expect that most South Australian residents would welcome continued investment in aviation infrastructure at Adelaide Airport.

The Issues Paper discusses the impact of non-aeronautical development on airport sites and the impact that this can have on surrounding areas.

Residents in the immediate vicinity of the airport are most affected by developments which have fundamentally changed the nature of their immediate areas. For instance, late night or early morning noise that emanates from warehouses built on airport land in close proximity to their property. Adelaide Airport Limited has been demonstrably supportive of the resolution of residents' concerns and contributed toward their resolution. Outcomes may not always be to residents' satisfaction, but efforts are nevertheless clearly demonstrable.

I acknowledge that there has been ongoing concern with the perceived lack of coordination between on-site developments and adjacent supporting infrastructure, particularly road corridors, necessary for the effective operation of developments taking place on airport land. I expect local and state levels of government will have considerable input into the development of the National Aviation Policy Green Paper through the submissions they make, on behalf of their constituents, through this process.

### **Conclusion – Recommendation for consideration**

Governments and residents have exhibited considerable frustration, over time, resulting from a perceived impermeability of the aviation industry. Airport operators, developers of their land, the department and the federal government itself have in the past been seen to represent a range of interests but, on occasion, the interests represented have appeared more commercial in their nature than what residents may have expected.

This perception does not assist the aviation industry, the provision of aeronautical services, or the community in general.

I have advocated for the introduction of an office to which residents, local governments and other organisations can put any concerns that remain, in their view, unaddressed by airport lessee companies, the department or the government; an office that is directly concerned with matters affecting the industry but that impartially assesses complaints of alleged breaches of regulations and dismissal of development plan processes.

Toward this end, the Airport Development and Aviation Noise Ombudsman Bill was introduced to Parliament as a private members bill in 2006 and again in 2007.

I fully support the inclusion within the National Aviation Policy Green Paper of the concept of an entity, be it an ombudsman, an office or an assessment panel, to which interested parties can make allegations of breaches of regulations and have their concerns impartially assessed and, if possible, addressed.

Steve Georganas MP  
Federal Member for Hindmarsh

24 June 2008