

DRAFT SUMMARY RECORD

SACF Meeting 1/2013 **22 February 2013**

AGENDA ITEM 1 Opening Remarks and Adoption of Agenda

The Agenda was adopted without change.

AGENDA ITEM 2 Confirmation of Draft Summary Record of Meeting 4/2012

2.1 Incorporation of suggested changes

The draft summary record was accepted without change.

2.2 Action Items arising from last meeting

It was noted that Action 03/04 referred to a letter from the Chair to Sydney Airport requested that sufficient information be provided to make a Transparent Noise Information Program (TNIP) Compact package available to the community. The letter to Sydney Airport did not specify TNIP Compact, which is more accessible to non-expert users. The reply from SACL did not address the TNIP question.

AGENDA ITEM 3 Sydney Airport Report – Sydney Airport Corporation Limited (SACL)

3.1 Update on Preliminary Draft Master Plan 2013-2033

3.2 Sydney Airport Report

3.3 Sydney Airport Aircraft Noise Exposure Forecast (ANEF) 2013-2033

Ted Plummer (SACL) noted that the deadline for the delivery of the Draft Master Plan (DMP) to the Minister has been extended to 2 December 2013. A Preliminary Draft Master Plan (PDMP) will be exhibited in mid-year, and will be open for comment for a period of 60 business days.

The draft ANEF2013-2033 was endorsed by Airservices on 2 December 2012. SACL wrote to all councils and the NSW Department of Planning in January advising them of the new ANEF which replaces ANEF 2009-2029 for planning purposes.

SACL noted the concern expressed by the Forum about how different the ANEF 2013-2033 was from the former ANEF and proposed a three-stage process to explain the process used to develop the ANEF, including this presentation to SACF, a review of the ANEF by the Aircraft Noise Ombudsman, and the release of further information on the inputs used to develop the ANEF following the release of the draft PDMP. However some information is commercial-in-confidence and cannot be released.

David Cohny, an aviation consultant engaged by SACL, gave a presentation on the process, and the range of factors that are considered, in developing the ANEF.

Some members put the view that the number of aircraft movements is the key information relevant to aircraft noise and asked that the projections of aircraft movements be made available. SACL noted that this information would be available when the PDMP is released.

It was noted that one of the reasons for the reduction of the contours in the 2033 ANEF was that when the 2029 ANEF was prepared the noise level data for A380 aircraft was not available in the FAA's Integrated Noise Model and it used the noise level data for Boeing 747s to model A380s. Some members reported that the empirical noise data collected by Airservices Noise Monitoring Terminals at a range of suburbs indicates that the noise difference between A380s and B747s appears to be less than the difference reported by the Airservices 2008 Noise Monitoring Report A380 v 747-400.

SACL reported that the PDMP will include information on the economic impact of the Airport, and the Airport Environment Strategy, including a range of Environment Action Plans

The Minister for Infrastructure and Transport, the Hon Anthony Albanese MP addressed the meeting, and thanked members for the work that they do. The Minister noted the need for a second airport to meet the need for increased aviation capacity for Sydney. He reaffirmed his commitment to the curfew and the movement cap and noted that adjustments to these measures would not provide significantly increased capacity at Sydney Airport. He cautioned against underestimating the future growth of aviation in Australia. The Minister stressed the importance of being up front with people and engaging with the community in getting a better outcome. The Chair thanked the Minister for taking the time to attend the Forum.

Some members expressed concern that the draft ANEF 2033 had been approved before the Forum had a chance to critically examine it and requested that SACL provide information in a form that would allow the community to examine it using TNIP Compact.

3.4 Discussion – Process for developing SACF submission on Sydney Airport Master Plan

The process for developing a SACF response to the PDMP was discussed. The Chair proposed that a Working Party be put together at the SACF meeting in May to develop a draft response for consideration at a SACF meeting in August. A member raised the question of SACL's response to the SACF submission for the 2009 Master Plan, and requested that this be made available to inform SACF's response to the 2013 Master Plan. SACL advised that all comments on the draft were collated in a 'due regard' document which was submitted to the Minister.

Action Item 01/01 The Secretariat to advise on the response to the issues raised by SACF in the submission to the 2009 Master Plan

AGENDA ITEM 4 Implementation and Monitoring Committee (IMC) Report – Mr Hill

IMC met on 4 December 2012 and 12 February 2013. The major issues considered were the aircraft re-development and the relocation of the VHF Omnidirectional Range (VOR) navigational aid. The community concern is with the potential effect on flight paths and the adoption of new technologies in the event that the VOR is relocated or if a decision is made not to replace it.

The issue of the capacity of the noise sharing modes has been considered, and Airservices has produced a table which shows the time in each of the noise sharing modes.

The issue of 16L departures was discussed and subject to considerable investigation and analysis, but in the end it was found that there was little that could be done to improve the current departure procedure.

In relation to the issue of early morning departures from runway 34L over the Sutherland Shire, Airservices has provided noise-sensitive maps to air traffic controllers, and encouraged controllers to direct traffic over the Royal National Park wherever possible.

The Committee also reviewed noise at Carlingford, including the installation of a temporary Noise Monitoring Terminal, which showed that while there had been no noticeable increase in aircraft movements in the previous 12 months. Mr Clarke noted that the area clearly experiences aircraft noise and that the noise levels were higher than he had expected but were no greater than other areas of Sydney at similar distances to the airport and the noise is spread over the area.

The issue of noise at Hurlstone Park requires additional clarification from the resident.

In addition to Carlingford, Airservices has also conducted temporary noise monitoring at Concord, Caringbah and La Perouse and these reports are available on the Airservices website at: <http://www.airservicesaustralia.com/publications/reports-and-statistics/noise-reports/noise-and-flight-path-monitoring-system-reports>

AGENDA ITEM 5 Transparent Noise Information Program (TNIP) Presentation – Department of Infrastructure and Transport

Mr Stone provided some background information about the development of TNIP in the wake of a Senate Inquiry into community concerns about a lack of transparency in aircraft noise information.

Mr Fisher described some of the different uses of TNIP, including the ability to display flight paths, single event contours, number above (e.g. N70) contours, movements and noise contours for particular aircraft types and maximum sound level (L_{Amax}) contours. TNIP can be used to display different seasonal patterns using data provided by Airservices for the quarterly Aircraft Noise Exposure Index (ANEI) calculations.

The Department is happy to make the TNIP software available, but it needs to be populated with the relevant data from airports and Airservices. TNIP can be provided as an executable file which can be downloaded from a website, or provided on a CD.

Action Item 02/01 **The Chair to write to Sydney Airport requesting that they make Sydney Airport Master Plan data available to inform a TNIP Compact package that would be available to the public on request.**

Action Item 03/01 **The Chair to write to Airservices requesting that they provide quarterly ANEI data to the Department so that it may be made available to the public as a TNIP Compact package.**

Action Item 04/01 **The Chair to write to the Department requesting that they input the ANEI data into a TNIP Compact package to be made available to the public on request.**

Action Item 05/01 **The Chair to write to SACL requesting that they negotiate a protocol with relevant councils to ensure that information about any changes to the ANEF is provided to councils in a timely manner.**

AGENDA ITEM 6 **LTOP - Implementation Progress – Airservices**

Ms Keenan indicated that the issue of the High and Wide and Trident had been addressed at length and Airservices had made presentations to SACF outlining the technical problems associated with implementing these flight paths and meeting the LTOP targets. The Task Force 2 report provides an in-depth analysis of the issue and the factsheets provide a plain English explanation, and the issue is closed. The Sydney Airport Operational Statistics reports provide a monthly summary of aircraft movements and runway mode usage and are on the Airservices website at:

<http://www.airservicesaustralia.com/publications/reports-and-statistics/sydney-airport-operational-statistics>

AGENDA ITEM 7 **Department of Infrastructure and Transport Reports - Mr Stone**

7.1 Advice on Airport Environment Strategy

The question was raised as to whether an Airport Environment Strategy (AES) should address aircraft noise. The *Airports Act 2010* requires a number of issues to be considered in the Airport Master Plan, and aircraft noise is required to be considered in a number of ways including the production of an ANEF, plans for addressing noise intrusion in significant noise zones (defined as 30 ANEF), plans for consultation about the environmental impacts of the airport generally, and the preparation of an AES to manage the effects of airport operations. The Department has always taken the view that the Act separates aircraft operations and aircraft noise from airport operations, and the AES is essentially to manage ground based environmental effects. This recognizes the direct responsibility the Airport has for its ground-based operations, compared with the more indirect influence that it has on aircraft operations.

The Department sought legal advice on the question, and the advice was not conclusive. It was considered that the changes to the *Airports Act 2010* had no impact on the question. In the Department's view it does not matter where the information about aircraft noise goes, but to consider it in the AES would be a change to the existing arrangements.

There is agreement that a thorough consideration of aircraft noise impacts should be included in the Master Plan.

7.2 Curfew Dispensation Report

This report was noted.

7.3 SACF Correspondence

This report was noted.

7.4 SACF Phone line

This report was noted.

It was noted that Airservices includes information about noise complaints in its quarterly Aircraft Noise Information reports at: <http://www.airservicesaustralia.com/publications/reports-and-statistics/noise-reports>

AGENDA ITEM 8 Date of next Meeting

It was agreed that the Secretariat would canvass the availability of Members to decide whether the next meeting should be on 10 May or 24 May 2013, and advise Members of the decision.

ATTENDANCE

Members

P.	Fitzgerald	Chair
E.	Barnett	Representing the Member for Barton
J.	Bihary	Representing the Member for Bennelong
L.	Caulfield	Representing the Member for Marrickville
J.	Clarke	Representing the Member for Bradfield
D.	Cobley-Finch	Representing the Member for Sydney
R.	Edney	Australian Airline Industry
B.	Hayes	Representing the Member for North Sydney
K.	Hill	Community Representative for the South
S.	Lowe	Representing the Mayor of Marrickville
S.	McArdle	Representing the Member for Kingsford-Smith
J.	Murphy MP	Member for Reid
M.	Patrinos	Community Representative for the West.
J.	Patterson	Representing the Mayor of the City of Botany Bay
T.	Plummer	Representing the Sydney Airport Corporation Limited
K.	Schreiber	Representing the Sutherland Shire
M	Wangmann	Representing the Mayor of Ashfield
K.	Welsh	Representing the Mayor of Leichhardt
J.	Woods	Representing the Member for Cook

Minister for Infrastructure and Transport

A.	Albanese MP	Minister for Infrastructure and Transport, Member for Grayndler
C.	Connolly	Office of the Hon Anthony Albanese MP
L.	Hand	Advisor to the Minister for Infrastructure and Transport

Department of Infrastructure and Transport

S.	Stone	General Manager, Aviation Environment
J.	Collis	Aviation Environment Policy Section, SACF Secretariat
N.	Fisher	Aviation Environment Policy Section



Airservices Australia

P. Carroll Sydney Operations Manager
E. Keenan Manager, Community Relations

Sydney Airport Corporation Limited

K. Alcott Sydney Airport Corporation Limited
D. Cohney Airbiz (Consultant to SACL)
T. Ong Sydney Airport Corporation Limited
T. Plummer Sydney Airport Corporation Limited

Observers

S. Agagiotis Randwick City Council
L. Fitzgerald Visitor
S. Hopper Drummoyne Resident
I. Koernicke Sutherland Shire Council
E. Pearson Office of the Member for Cook
L. Sierakowski North Sydney Resident
J. Stewart Transport and Tourism Forum
T. Williams Advisor to community representatives

Apologies

S. Betts Representing the Member for Wentworth
R. Brent Aircraft Noise Ombudsman
M. Phillips Representing the Mayor of Marrickville