

Mr Peter Fitzgerald
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Via email – sacf@infrastructure.gov.au



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Dear Mr Fitzgerald

Re: NADP procedures at Sydney Airport

I refer to recent correspondence sent to SACF from [REDACTED] requesting information on NAPD procedures at Sydney Airport.

This issue has been discussed at length at the LTOP Implementation and Monitoring Committee (IMC) and reported to SACF. It was first raised at IMC in October 2006 and debated through to 2008.

Prior to this time, as you would be aware, the IMC determined in response to LTOP recommendation 19 that ICAO procedure A was mandated for RWY34 departures. ICAO subsequently withdrew the "A" and "B" procedures and instead redefined "examples" of procedures, which were termed "NADP", hence the 2006-2008 debate.

The current pilot instruction (AIP DAP) stipulates that noise abatement climb procedures apply for departures from runway 34 L and R. Because ICAO "A" and "B" no longer exist and there are no replacement procedures, operators must establish both their "normal" and their "noise abatement procedures" for departures. ICAO provides examples of these in NADP 1 and 2. The airline industry members of IMC have also advised that the noise abatement procedure applicable to their fleet must be applicable to all airports to which they operate and where noise sensitive departures are required.

The ICAO provides examples in NADP 1 and NADP 2 which specify altitudes and speeds at which aircraft operators adjust engine thrust and flap/slat settings to mitigate noise along departure tracks. However discussion at IMC determined each had merit applicable to Sydney. Aircraft operators must consider fuel emissions and safe operation of the aircraft as well as noise impact and will specify a noise abatement climb procedure that best suits their operation.

Airservices does not mandate a specific NADP but does require noise abatement climb procedures to be followed. Airservices can advise the airlines on what departure procedure is preferred although there are various types of aircraft which have different manufacturing specifications. Even if all airlines flying into Sydney Airport use the same procedure, there will always be variations based on aircraft type, weight, the flight management system (FMS) on board that aircraft, the technology of the aircraft type, the aircraft manufacturer's instructions, and minimal requirements for engine out (ie. if one engine shuts down, that the procedure being applied can still allow the aircraft to fly). Take offs are known as a "complex stage of flight" so there are fewer options to safely change procedures during this critical phase. The operating parameters of the aircraft are the limiting factor. The type of aircraft determines the capability.

Put simply, if all aircraft operating in and out of Sydney Airport (or any airport) were the same and they were all equipped with the same technology, there would be some flexibility to design a standardised climb procedure. The intent is to get aircraft away as high and as quickly as safely possible, and with minimal changes in the power settings to achieve a constant climb in terms of noise improvement.

Please note that if all aircraft departing Runway 34L were operating to NADP 1 there would still be significant differences in climb profiles due mainly to the variation in winds, and different performance parameters of each aircraft type.

Airservices will continue to work with industry for the best outcomes for noise abatement procedures.

I trust this information has been of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Elissa Keenan', with a stylized, cursive script.

Elissa Keenan
A/g Executive General Manager
Environment
Airservices Australia

28 June 2013