

SUMMARY RECORD

SACF Meeting 4/2012, 16 November 2012

AGENDA ITEM 1 Opening Remarks and Adoption of Agenda

Apologies were received from:

- Cr Darcy Byrne, Mayor of Leichhardt
- Cr Monica Wangmann representing Ashfield
- Mr Ron Brent, the Aircraft Noise Ombudsman;
- Cr Sally Betts, representing the Member for Wentworth; and,
- Mr Graeme Frost, Sutherland Shire

The Chair introduced Mr Daryl Treloar, Chair of the Melbourne Airport Community Aviation Consultation Group, who attended as a guest.

AGENDA ITEM 2 Confirmation of Draft Summary Record of Meeting 3/2012, 31 August 2012

It was agreed to accept the following amendments put forward by members:

Agenda Item 5 - The statement "It was noted that the IMC Taskforce 2 report provided a more complex explanation." to be replaced with: *"Airservices was requested by members to complete Action Item 05/01 which remains outstanding from the May 2012 SACF meeting, namely "to ... prepare three separate reports to explain in simple terms the difficulties with (a) implementing High and Wide, (b) implementing Trident, and (c) meeting the LTOP noise sharing targets, and provide information on how new technologies might be used to implement these measures in the future."*

Action 05/03 - Following "... would be happy to address a special SACF meeting to discuss the Master Plan." Insert *"Some members made the point that the Master Plan needs to take into account the future role and expected completion date of a Second Sydney Airport."*

Agenda Item 8.5 - After the statement "It will also explore the use of RAAF Base Richmond for limited civil aviation operations." Insert: *"The Study needs to examine any impact that optimising use of other airports in the Sydney Region may have on KSA operations, especially noise-sharing modes. Mr Hayes also argued that, if optimising the use of KSA leads to declining use of noise-sharing modes, then as policy, the Second Sydney Airport should absorb sufficient movements to allow the reinstatement of KSA noise sharing mode usage at least at current levels."*

With these amendments the draft Summary Record was confirmed.

2.2 Action Items arising from last meeting

Mr Bihary, the nominee for the Member for Bennelong expressed the view that the temporary noise monitoring terminal was not located appropriately, and had been installed without consultation with the Member for Bennelong. Airservices met with Mr Bihary prior to the meeting and discussed that as part of the noise monitoring report, consideration would be given to a review of future locations. Any feedback from the Member for Bennelong on the temporary noise monitoring should be provided to Airservices Government and Industry Affairs Branch.

AGENDA ITEM 3 Civil Aviation Safety Authority (CASA) – Sydney Basin Aeronautical Study

Mr Matt Stein from the Office of Airspace Regulation in CASA described the Sydney Basin Aeronautical Study, which will review safety aspects of the airspace over Sydney, as required by the *Airspace Act 2007*. The report will be finalised by 2014. CASA consults with Airservices and other stakeholders to identify areas where conflicts for airspace and incidents are more likely to occur and looks at ways to alter the airspace to reduce the potential for those conflicts.

CASA is not responsible for setting out the flight paths within the airspace, or for aircraft noise, as these issues are managed by Airservices.

SACF was keen for CASA to understand its perspective that any changes proposed by the review should not impact on noise sharing under LTOP, nor impinge on the ability to spread flight tracks over Sydney.

Action 01/04 The Secretariat to circulate the Terms of Reference for the CASA study to members

Action 02/04 The Chair to write to CASA thanking them for their presentation and setting out the key issues which SACF would like to have considered in the Study.

AGENDA ITEM 4 Sydney Airport Report – Sydney Airport Corporation Limited (SACL)

SACL is required to submit a draft Airport Master Plan to the Minister by 1 July 2013. To meet this timeframe the Preliminary Draft Master Plan (PDMP) is expected to be released early in 2013. The PDMP will be open for public consultation for 60 business days.

The PDMP will be based on no change to the curfew, the aircraft movement cap or the Long Term Operating Plan (LTOP). The airfield development concept will include the phased development of two common use terminal precincts, each combining international, domestic and regional services under one roof. The major on-airfield change is the extension of Taxiway B, which will be extended to the southern end of the main runway to provide access to the main runway and reduce the need for runway crossings.

The Airport Environment Strategy is now part of the master plan, and will address ground-based environmental impacts. SACL has developed a draft Aircraft Noise Exposure Forecast (ANEF). SACL is required to consult with relevant Councils and the NSW Department of Planning and Infrastructure before the ANEF can be considered and endorsed by Airservices, for inclusion in the PDMP.

The draft ANEF 2033 is smaller than the ANEF 2029, and SACL explained that the difference is largely due to an increased proportion of newer, quieter aircraft in the fleet. A number of aircraft noise metrics will be included in the PDMP in addition to the ANEF.

The Chair raised a number of concerns, including frequency based assessments, the lack of modeling data for new aircraft, and the effect that using multiple flight paths can have in reducing the cumulative noise levels indicated by ANEF contours, and suggested that the source data for the ANEF be provided to an honest broker such as the Aircraft Noise Ombudsman to enable an independent assessment to be made.

Mr Clarke noted that the process of developing the ANEF needs to be transparent. Information should be readily available with the level of detail that allows people to understand how runways are going to be utilised, how LTOP might be impacted, and how residents are going to be affected in terms of the numbers of noise events and periods of respite.

It was suggested that the Transparent Noise Information Package (TNIP) was a useful tool for analyzing the impacts of aircraft noise and it would be useful if data for this master plan could be provided in a TNIP Compact format, as was done for the Brisbane Airport Third Runway proposal. SACL agreed that if it was technically feasible, this would be done.

Action 03/04 The Chair to write to SACL expressing SACF's concerns about the preparation of the draft master plan the draft 2033 ANEF, and asking SACL to provide sufficient information to fully explain the impact that forecast air traffic levels will have on the distribution of aircraft noise and the ability to continue the noise sharing arrangements under LTOP, and sufficient information to make a TNIP Compact package available to the community.

Mr Clarke put the view that the regulations under which the current Airport Environment Strategy was produced provided an exemption from the need to consider aircraft noise, and that this exemption no longer exists following the 2010 amendments to *Airports Act 1996*. It was agreed that SACF would seek legal advice on this issue from the Department of Infrastructure and Transport. However both SACL and the Department reaffirmed the requirement to include aircraft noise-related information as part of the PDMP process.

Action 04/04 The Chair to write to the Department of Infrastructure and Transport seeking legal advice on the issue of whether the Airport Environment Strategy is required to cover aircraft noise under the *Airports Act 1996*.

AGENDA ITEM 5 Implementation and Monitoring Committee (IMC) Report – Mr Hill

Ms Patrinos noted that a report on the Carlingford submission would be passed on to the residents. She noted that a resident complained that Airservices Noise Complaints Information Service reports are now published quarterly. Airservices advised that this was done in response to a recommendation from the Aircraft Noise Ombudsman which asked for Airservices to report on the issues behind the complaints rather than the number of complaints.

Mr Hill reported that IMC discussed the removal of the VHF Omnidirectional Range (VOR) associated with the construction of new aircraft hangars, and concerns were expressed that this VOR might act as a trigger for the introduction of Required Navigation Performance (RNP). He noted that portable noise monitoring has been installed at Carlingford, Caringbah, La Perouse and Concord, and temporary noise monitors at Hunters Hill and Leichhardt have been made permanent. The IMC discussed TNIP and WebTrak My Neighborhood and noted that WebTrak provides a good public information resource, and TNIP is a good tool for more in-depth analysis of options.

AGENDA ITEM 6 LTOP - Implementation Progress – Airservices

6.1 Factsheets on LTOP Targets, High and Wide and Trident

Mr Hayes put the view that more technical detail was needed in the factsheets. He suggested a presentation may be used to explain the technical difficulties with implementing alternative flight paths, given that 10 years had passed since the Task Force 2 Report. Mr Hayes asked if the technology may have changed in that time to require an update of the Task Force 2 report. Mr Carroll advised that there has been no advance in the technological ability to safely conduct High and Wide and Trident operations in the absence of a sequencing tool that interfaces between aircraft and air traffic control.

Action 05/04 Members are asked to consider the reports on LTOP and High and Wide and Trident, and the Task Force 2 Report, and provide a list of any questions they may have remaining to the Secretariat. Airservices will compile the Questions and Answers for publication separately to the factsheets. The Secretariat will forward members' comments to Airservices for consideration.

6.2 Update on Noise Monitoring

This was covered in earlier discussions.

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

7.1 Update on Review of AS 2021: Acoustics - Aircraft noise intrusion - Building siting and construction

The Department has proposed a review of AS2021, a standard which underpins state regulatory provisions around how aircraft noise should be incorporated into land use planning. Standards Australia proposes to conduct a forum in February 2013 to try to gain more consensus on the scope of the review.

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.

AGENDA ITEM 8 Other Business

There was no other business

AGENDA ITEM 9 Date of next Meeting

It was agreed to hold the next meeting on Friday 22 February 2013.



ATTENDANCE

Members

P.	Fitzgerald	Chair
K.	Andrews	Representing the Member for Watson
E.	Barnett	Representing the Member for Barton
W.	Bennett	Board of Airline Representatives Australia
J.	Bihary	Representing the Member for Bennelong
L.	Caulfield	Representing the Mayor of Marrickville
J.	Clarke	Representing the Member for Bradfield
D.	Cobley-Finch	Representing the Member for Sydney
R.	Edney	Australian Airline Industry
T.	Fasanella	Representing the Member for Reid
B.	Hayes	Representing the Member for North Sydney
K.	Hill	Community Representative for the South
S.	McArdle	Representing the Member for Kingsford-Smith
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
C.	Wade	Representing the Member for Heffron
J.	Woods	Representing the Member for Cook

Department of Infrastructure and Transport

S.	Stone	General Manager, Aviation Environment
S.	Rosengren	Aviation Environment Policy
J.	Collis	Aviation Environment Policy Section, SACF Secretariat
R.	Brooks	Airports Branch, New South Wales Section
L.	Hand	Advisor to the Minister for Infrastructure and Transport

Airservices Australia

P.	Carroll	Sydney Operations Manager
S.	Hughes	Aviation Development Specialist, Special Programs
E.	Keenan	Manager, Community Relations
D.	Moore	Government Affairs and Issues Management Airservices Australia

Civil Aviation Safety Authority

- P. Cromarty Executive Manager, Airspace and Aerodrome Regulation
M. Stein Team Leader, Airspace Program, Office of Airspace Regulation

Sydney Airport Corporation Limited

- K. Alcott Sydney Airport Corporation Limited
T. Ong Sydney Airport Corporation Limited

Observers

- E. Doyle KJA Strategic Engagement and Communications
S. Hopper Drummoyne Resident
E. Pearson Office of the Member for Cook
M. Schofield KJA Strategic Engagement and Communications
L. Sierakowski North Sydney Resident
D. Treloar Chair, Melbourne Airport CACG
M. Willey Brisbane Airport Corporation
T. Williams Vaucluse Resident

Apologies

- S. Betts Representing the Member for Wentworth
R. Brent Aircraft Noise Ombudsman
D. Byrne Mayor of Leichhardt
G. Frost Sutherland Shire
M. Wangmann Representing the Mayor of Ashfield