



# SUMMARY RECORD

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## **SACF Meeting 1/2012 24 February 2012**

### **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 4/2011, 18 November 2011**

#### *2.1      Incorporation of suggested changes*

The following amendments to the Summary Record for Meeting 4/2011 were agreed:

- Cr Rochelle Porteous' attendance;
- The opening remarks to include a note that SACF aims to seek consensus but will not avoid discussing issues because they are contentious;
- The New Technology Study to be included in the items of Other Business;
- It was noted that the Draft Summary Record was not officially confirmed;
- A suggested amendment about the GBAS trial to be included.

The Summary Record was confirmed subject to these amendments.

#### *2.2      Action Items arising from last meeting*

Cr Sally Betts raised the issue of the Meeting Procedures, and suggested that when a vote is taken, that voting and non-voting members are identified, and that there be the ability to call for a division if it is a contentious issue. The Chair indicated that he was happy to adopt that procedure.

***Action 01/01    The Secretariat to include a Meeting Procedure that identifies the voting delegates, and outlines the procedure for calling for a division of voting delegates where an issue cannot be clearly resolved on voices alone.***

Mr Clarke raised the issue of the trial of the Ground Based Augmentation System (GBAS) which has been going since 2006 and inquired about the outcomes of that trial, and the next steps. Ms Bennetts (Airservices) noted it was not unusual for new technology to be trialed extensively and that the next stage was to seek certification from the Civil Aviation Safety Authority (CASA). Airservices indicated that before GBAS is adopted it would be discussed at the Implementation and Monitoring Committee (IMC) and if any community concerns were raised it would be subjected to community consultation through SACF. The meeting was advised that GBAS was not a component of Required Navigation Performance (RNP), but simply replicates the tracks used by the Instrument Landing System (ILS).

**Action 02/01**      ***Airservices to provide a simple English explanation of GBAS technology and undertake that GBAS will not be introduced until it is endorsed by SACF.***

It was noted that the Minister fully supports the Forum's position that Performance Based Navigation (PBN) should only be introduced in Sydney in a way that supports the noise sharing principles enshrined in the Sydney Airport Long Term Operating Plan.

**AGENDA ITEM 3**      **Presentation on Sydney Airport**

**3.1**      *SACL presentation on future plans for Sydney Airport (Ms Shelley Roberts)*

Shelley Roberts, Executive Director of Aviation Services for the Sydney Airport Corporation Limited, (SACL) gave a presentation of the future vision for Sydney Airport. An initial information pack was circulated to members on 5 December 2011. Ms Roberts indicated that the presentation is the beginning of an ongoing consultation process with SACF.

In her presentation, Ms Roberts made a number of points:

- SACL's vision is based upon no changes to the curfew, no changes to the movement cap and no changes to the operation of LTOP.
- It aims to reconfigure the airport into two terminal precincts which co-locate domestic, regional and international services.
- Currently between 15-20 per cent of passengers transfer between international, domestic and regional services, and the new layout would reduce delays associated with passenger transfers.
- This would improve on-time performance, and ensure that aircraft scheduled to depart in the peak do so, thereby preserving more opportunity for noise sharing and respite outside of peak periods.
- The new layout would include an additional taxiway that allowed access to the main runway from either side.
- Reducing the frequency of active runway crossings would also improve on-time performance and have safety and environmental benefits.
- Greater use of larger and quieter aircraft would allow the Airport to move increasing numbers of passengers without increasing the Airport's noise footprint.
- Reducing the need for passenger transfers would also increase the efficiency and capacity of the road network around Sydney Airport.

A Sydney Airport Experience Centre is being planned as part of the community consultation process. The Sydney Airport proposal will be brought back to SACF to seek input. The new vision will be evaluated in the context of the next Sydney Airport Draft Master Plan which is due to be submitted to the Minister by 19 June 2014.

### 3.2 Questions and Answers

Mr Hill asked whether the business plan for this vision factored in a second Sydney Airport. Ms Roberts indicated that the genesis of the vision came from closer engagement with the Airport's airline partners and a desire to make the existing Airport more efficient.

Questions were raised about growth in passenger numbers, and the concern was raised that an increase in the number of aircraft movements will reduce the potential for noise-sharing modes to be used. Ms Roberts indicated that as a result of the use of larger aircraft, a 40 per cent increase in passenger numbers over the last 10 years has led to hardly any increase in aircraft movements. Ms Roberts put the view that there is scope for continued growth in the use of larger aircraft, and increased seating density configurations on aircraft, to allow further increases in passenger numbers without greatly increasing the number of aircraft movements. The vision is based on air traffic forecasts published in the existing Master Plan for 2009-2029.

Mr Clarke put the view that traditional noise metrics such as ANEFs and ANECs are under-sensitive to frequency of noise events and it was suggested that noise modeling for the proposal should include a range of alternative metrics such as N50s, N60s N70s N80s and N90s which can better describe the distribution of aircraft noise.

Mr Clarke put the view that increased use of larger aircraft can lead to increased calls for the use of the long runway, and this will have an impact on noise sharing. He requested that SACL provide detailed information on the impact the vision will have on LTOP, not just the movement cap but also the ability to achieve the LTOP noise sharing targets.

Ms Roberts thanked the Forum for its input and pointed out that this was the beginning of the consultation process and that SACL will come back as more detailed information becomes available. It was agreed that SACF will be the focal point for ongoing community consultation.

#### **AGENDA ITEM 4 Aircraft Noise Ombudsman's Report - Assessment of Aircraft Noise Information (Sydney) – Mr Ron Brent**

Mr Brent presented a draft report to Airservices on information sharing around aircraft noise. He noted that there is a lot of information available about aircraft noise but it is often difficult to understand. The report aims to highlight specific examples where information on aircraft noise can be improved. One of the key questions raised by the community is about the achievement of the noise sharing targets of LTOP, and this is one area where better information is needed to tell the story in a way that people can understand. Mr Brent welcomed feedback on the report.

The Chair noted that SACL produces ANEFs as part of its master plan, and questioned whether SACL or another agency should produce supplementary noise metrics. Mr Brent indicated that much of the noise information available is produced by modeling based on aircraft performance and air traffic information, and can only be sourced through the aviation industry. There is scope for improvement in the information that is provided about noise metrics, including the underlying assumptions and weightings used.

Mr Brent indicated that the report is a draft and requested that it not be circulated too widely ahead of the final version, to avoid possible confusion that may result from having two versions of the report.

***Action 03/01 The Secretariat will provide an electronic copy of the Draft Report, Assessment of Aircraft Noise Information (Sydney), to members on request.***

**AGENDA ITEM 5      Airservices presentation on the future air traffic management system proposed for introduction in the 2018-2020 timeframe – Mr Mark Rodwell**

Mr Rodwell gave a presentation on the program to procure a future air traffic management system. The current system was developed in the 1990s, and will have reached the end of its economic life by 2018.

The new system will harmonize civil and military air traffic management systems and is being jointly developed by a joint Airservices and Defence project team. In December the team invited technology suppliers to a briefing ahead of a call for tenders later this year.

Internationally, the US is pushing ahead with a NextGen program to develop an air traffic management system for 2025, and Europe is developing the Single European Sky ATM Research (SESAR) program. ICAO has looked at both programs and has developed a modular approach with system of blocks which describe the technological steps in developing the programs.

Mr Rodwell advised that new areas are being developed including:

- integrated airport operations, which adopt a whole-of-network approach to air traffic management;
- aircraft to aircraft technologies that enable aircraft self-separation; and
- greater automation for air traffic controllers.

Aircraft manufacturers are heavily involved in developing new aircraft-based technologies that will integrate with future air traffic management systems.

Questions were raised about what the system would be like when fully implemented. It is expected that more decision making would be made by the system, there would be more use of data link communication between the ground system and aircraft, and the task of the air traffic controller could move towards more of a monitoring role, with the system providing greater detail to assist the controller in decision making. The new technology will be better at enabling constant descent approaches, and it may enable a reduction in aircraft separation standards to occur.

***Action 04/01 The Secretariat will provide a copy of Airservices' presentation on future air traffic management to members.***

## **AGENDA ITEM 6      Sydney Airport Report**

Following the presentation on the Vision for Sydney Airport (Agenda Item 3), there was no need for SACL to report at this item.

## **AGENDA ITEM 7      Long Term Operating Plan (LTOP) – Implementation Progress**

### *7.1      Progress report on LTOP implementation – Airservices*

Ms Bennetts noted that this item related to the Sydney Airport Operational Statistics reports which are regularly published on Airservices and offered to take questions. No questions were asked.

### *7.2      Response to issues raised at the last meeting – Airservices*

- *Status report on the elements of the LTOP Direction, including a response to Mr Hayes' questions in Action 01/04 (Attachment A)*
- *Report on issues relating to community engagement and the implementation of LTOP raised by Mr Hayes in Attachment B.*
- *Report on what can be done to address noise concentration resulting from 34 STAR arrivals over Sutherland Shire during noise sensitive times.*

Mr Hayes put the view that the essential problem was that the noise sharing targets of LTOP are not being met. He accepted that there were difficulties with implementing High and Wide and Trident flight paths, but put the view that more could be done to avoid unnecessary overflights of Sydney suburbs.

It was suggested that the Forum ask Airservices to provide three separate reports on High and Wide, Trident, and the inability to meet the LTOP targets. Mr Hayes moved a motion to that effect, and requested that these reports be provided in terms which are understandable to the general public. Airservices noted that a number of reports had investigated these issues in the past, but agreed to revisit them, and to include consideration of what might be possible with the introduction of new technology.

***Action 05/01    Airservices 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.***

Mr Clarke raised the issue of the capacity (in terms of aircraft movements per hour) of noise sharing modes and suggested that the Implementation and Monitoring Committee (IMC) could review the information on the capacity of different noise sharing modes.

***Action 06/01    The IMC to investigate the capacity in aircraft movements per hour that can be achieved on noise sharing modes and report back to SACL.***

Airservices noted that options for addressing noise concentration resulting from 34 STAR arrivals over Sutherland Shire during noise sensitive times were still being considered by the IMC and agreed to report back on this issue at the next SACF meeting.

## **AGENDA ITEM 8      Implementation and Monitoring Committee**

### *8.1      Report on Implementation Monitoring Committee (IMC) meetings – Mr Hill*

Mr Hill reported on issues considered by IMC. He noted that the Instrument Landing System (ILS) for runway 34L was still out of action and is expected to be back in operation in March. A large number of complaints have been received from the North Shore, which had resulted from increased use of Mode 10 as a result of a number of factors including persistent southerly winds, and a combination of bad weather and the ILS outage on runway 34L which curtailed the use of runway modes involving arrivals from the south.

IMC considered a question about aircraft noise footprints on the ground, and it was shown that for an aircraft at a height of 6,000 feet, an observer would have to move 6,000 feet (approx 2 km) to either side to perceive a difference of 3 dB(A) in noise levels. Airservices will report back to SACF on this issue.

A number of options are being examined to resolve the issue of the difficulty that certain aircraft types are having in accurately following the standard departure track from runway 16L through the heads of Botany Bay.

Runway stop bars will be installed in May, as a safety measure. There may be a potential short-term impact on noise sharing while air traffic controllers become trained in monitoring the stop bars.

## **AGENDA ITEM 9      Department of Infrastructure and Transport Reports**

### *9.1      Report on measures to manage the movement cap*

Mr Stone noted that a report on the movement cap was circulated to members at the last SACF meeting. An Industry Working Group was set up following a number of breaches of the cap in mid 2010.

The Working Group established a range of new measures which strengthen the process for allocating movements, and better integrate the movements between the gate and the runway. Since June 2011 there have been no breaches of the cap. The Industry Working Group is meeting in March to review the performance of these measures, and will report back to SACF at the next meeting.

The issue of the Joint Sydney Aviation Capacity study was raised and Mr Stone reported that the Department was helping the steering committee to finalise the report and it was expected to be delivered to the NSW and Federal Ministers in the near future. In response to a request for further information, Mr Stone agreed to circulate the Terms of Reference of the study to members.

**Action 07/01 *The Secretariat will circulate the Terms of Reference of the Joint Sydney Aviation Capacity Study to members.***

**9.2 *Curfew Dispensation Report***

This report was noted.

**9.3 *SACF Correspondence***

This report was noted.

**9.4 *SACF Phone line***

This report was noted.

**AGENDA ITEM 10 Information provided to homeowners and builders (Discussion)**

Councils in NSW provide a Section 149 Certificate to anyone who asks for it. The Certificate is obliged to disclose any disamenity that a property may be subject to, including aircraft noise. The Certificate states which ANEF contour the land falls within. The standard contract of sale for a house or land requires conveyancers and solicitors to include a Section 149 Certificate that is less than 12 months old.

Airservices advised that a Sydney Basin Noise Information Pack is available to potential purchasers of property. The ANO noted that the information available to purchasers is a key issue. He acknowledged the difficulty involved but stressed that it is important to do whatever can be done to improve the quality of information available to prospective house and land purchasers.

**AGENDA ITEM 11 Date of next Meeting**

It was agreed that the next meeting will be held on 4 May 2012.

## **ATTENDANCE**

### **Members**

P.	Fitzgerald	Chair
E.	Barnett	Representing the Member for Barton
W.	Bennett	Board of Airline Representatives of Australia
S.	Betts	Representing the Member for Wentworth
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
T.	Fasanella	Representing the Member for Reid
B.	Hayes	Representing the Member for North Sydney
K.	Hill	Community Representative for the South
S.	Iskandar	Representing the Mayor of Marrickville
L.	Kennedy	Mayor of Ashfield
S.	Leo	Representing the Member for Heffron
S.	McArdle	Representing the Member for Kingsford-Smith
T.	Nardone	Representing the Mayor of Sydney
M.	Patrinos	Community Representative for the West
J.	Patterson	Representing the Mayor of the City of Botany Bay
E..	Pearson	Representing the Member for Cook
R	Porteous	Mayor of Leichhardt
S.	Roberts	Sydney Airport Corporation Ltd
K.	Schreiber	Representing the Sutherland Shire

### **Aircraft Noise Ombudsman**

R	Brent	Aircraft Noise Ombudsman
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## **Department of Infrastructure and Transport**

S. Stone General Manager, Aviation Environment  
R. Brooks Airports Branch, New South Wales Section  
J. Collis Aviation Environment Policy Section, Secretariat  
S. Samarasinghe Airports Branch, New South Wales Section  
D. Southgate Head, Aviation Environment Policy Section

## **Airservices Australia**

M. Bennetts General Manager, Environment  
P. Carroll Sydney Operations Manager  
E. Keenan Airservices Australia  
D. Moore Airservices Australia  
M. Rodwell General Manager ATC Future Systems

## **Observers**

T.. Abberton Aircraft Noise Ombudsman's Office  
S. Agagiotis Randwick City Council  
D. Byrne Grayndler  
P. Coughlan Brisbane Airport Corporation  
J. Dale Resident  
D. Davy Hurstville resident  
S. Davy Hurstville resident  
E. Egan Leichhardt Council  
S. Fielke Sydney Airport Corporation Limited  
H. Knox Overnight Airfreight Operators Association  
I. Koernicke Sutherland Shire Council  
J. Lovell Office of the Minister for Infrastructure and Transport  
T. Ong Sydney Airport Corporation Limited  
T. Plummer Sydney Airport Corporation Limited  
A. Rees No Aircraft Noise Party  
A. Sellick QANTAS  
L. Sierakowski North Sydney  
D. Stani Overnight Airfreight Operators Association  
V. Walther Warrawee resident

## **Apologies**

J. Bihary Representing the Member for Bennelong