

Senate Rural and Regional Affairs and Transport References Committee

Questions on Notice – 28 May 2010

SYDNEY

Inquiry into the effectiveness of Airservices Australia's management of aircraft noise

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SENATE RURAL AND REGIONAL AFFAIRS AND TRANSPORT REFERENCES
COMMITTEE

Inquiry into the effectiveness of Airservices Australia's management of aircraft noise

Public Hearing Friday, 28 May 2010

Questions Taken on Notice – UDIA (NSW)

Hansard, RRA&T 15

Senator O'BRIEN—Have you got an example where you can draw to our attention a forecast where your organisation or one of your members has serious advice which suggests that there is a credibility gap between what is likely and what is forecast?

Mr Robertson—For an actual case study we would have to take that on notice.

Hansard, RRA&T 18

Senator BACK—What ought to be the triggers for the review of an ANEF, or the development of a new one, in the environs of an airport?

Mr Albin—I think you could probably have a threshold. I would like to consider it further, if I could, but from first principles air traffic could be one of those triggers—an anticipated increase in air traffic over a time period of, say, five, 10 or 15 years. That is how I would do it in the first instance; but I would like to consider that further.

Hansard, RRA&T 20

Senator BACK—I want to ask you your views. We have been concentrating on the major airports, but what about the gap airports—the general aviation airports? Are the management bodies of those airports also required to produce ANEFs?

Mr Albin—Could I take that on notice. I am not necessarily aware of the rules surrounding GAAP airports.

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Questions Taken on Notice – Sydney Airport

Hansard, RRA&T 35

CHAIR—What percentage of the overall task is freight?

Mr Gilmour—It is important to understand that the vast majority of airfreight goes in the belly of passenger aircraft.

CHAIR—I understand that. I am talking about freight that is separate from the passenger aircraft.

Mr Chan—Generally there are around two to three movements of dedicated freight aircraft per day.

CHAIR—What is that as an annual component of your flights per year?

Mr Gilmour—The specific freight aircraft component is relatively small.

CHAIR—Could you take that on notice for me. I am quite interested in the freight component.

Further detail concerning question on movements of freight aircraft at Sydney Airport

SACL was asked to provide further information on freight-related aviation activity at Sydney Airport.

The efficient handling of air freight is an important component of Sydney Airport's aviation business. Over 80 per cent of freight is carried in the holds of passenger aircraft with the remainder transported in dedicated freight aircraft.

Total freight is forecast to grow from 471,000 tonnes in 2007 to 1,077,000 tonnes in 2029. This represents an average annual growth of 3.8 per cent.

There were 7,800 dedicated freight aircraft movements in 2007. This is forecast to grow to 10,400 in 2029.

SENATE RURAL AND REGIONAL AFFAIRS AND TRANSPORT REFERENCES
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Questions Taken on Notice – Sydney Airport Community Forum Inc

Hansard, RRA&T 59

Senator O'BRIEN—Presumably, you have statistics on the number of flights over the different areas to justify the case that you make. Have they already been supplied to us?

Dr Lingard—If you are referring to the noise-sharing aspect—that is, the spreading and the concentration on particular residents—we specifically requested, for the first three years of that study, which is ongoing, that they give us the exact time of departure of each plane. They did so after some kerfuffle. They wanted to charge us some money for it. Finally, we got them, we put them in and checked them against the monitoring data times, the event times, and it showed that of all the take-offs that were leaving 34 Left—which are publicly available; you just know them as a whole figure because every day that the runway is used you can get the total figures—the number of planes going over this one residence amounted to 60 per cent. They were verified—

Senator O'BRIEN—I have seen that in your submission. I am asking whether you have the broader figures. Are they available somewhere?

Dr Lingard—That is a problem. We are limited in resources.

Mr Harrison—We should send it to the email address for the Senate inquiry. One of the slides of the PowerPoint presentation, of 2003, which is excellent, shows what it was in the years prior to LTOP and what it was after and the fact that there had been a 54 per cent increase in the percentage of jet movements over people rather than water.

Senator O'BRIEN—I would appreciate it if you could supply that on notice.

**ANSWERS TO QUESTION(S) ON NOTICE FROM SENATE INQUIRY HEARING
28/5/2010 AT SYDNEY - for Dr. Philip Lingard for SYDNEY AIRPORT COMMUNITY
FORUM INC.**

Statement of Question (Sen. O'Brien) :

(paraphrasing) "[Do] you have broader statistics on the number of flights over the different areas to justify the case that you make? [Partial Answer Given at hearing relating to Summer Hill Case] ..

Sen O'Brien: Question cont'd: "I am asking whether you have the broader figures. Are they available somewhere?"

Answer (s):

We have the data reported , which was based on noise measurements at a particular location in Summer Hill. As to more widely-based data using that method, the answer is "No". This is a unique situation only made possible by one resident undertaking his own computer-assisted noise measurements as described.

Overall Statistics of Takeoffs and Landings from the different Runways since the start of LTOP can be obtained from Airservices Website at:

[<http://www.airservices.gov.au/projectsservices/reports/saos.asp?id=2009>] .

These are provided monthly and give a breakdown of the totals by day and hour, but not by the minute & second. Also they do not indicate the post-departure tracking or indicate the degree of "spreading" , if any , nor the altitude profile.

Other data for the wider city can be deduced from Flight Track diagrams provided on request by Airservices NEU to various people as follows:

Figures 1 & 2 below are examples from the early days of the Sydney LTOP in March 1998. They show the same broad bands of departure tracks over the north-west as today, together with much narrower tracks across the eastern seaboard suburbs from Paddington through Coogee and Maroubra. The latter are the ones I referred to in my talk in relation to concentrated tracks across the east and north-east.

Today however, the arrival bands (red) over the west have broadened significantly since then, as shown in our submission Figs. 1 (a) and (b) , which are data collected by Airservices in 2003.

Figure 3 repeats the cross-Sydney picture for 24 hours in July 2000 .

Figure 4 shows a sampling of flightpaths obtained more recently (5 December 2008) in which the more easterly departure track across Coogee /Maroubra appears slightly broader than in 1998-2000, but that across Paddington is still very narrow, with both tracks narrow in contrast to the triangular flight-free zone apparently available.

At the hearing **SACF Inc Chairman** Mr. Graeme Harrison , made the point that the easterly tracks pointedly avoid the Electorate of Wentworth, and given that the entire triangle appears available for departures, there is room for significantly more equitable spreading, relieving a

lot of people of concentrated aircraft noise. This is a very clear example of avoidable flight path concentration. Track altitudes from Runway 34R take-offs are shown in Tables 1 & 2.

Table 1 shows the aircraft altitudes after takeoff from Runway 34R collected from the NEU^{#1} over a residence in Coogee off Storey Street by our Mr. Henri Richard. This shows that the altitudes are uniformly less than the 5000 ft number suggested by Airservices Australia in their evidence at the Inquiry Hearing on 28/5/2010.

Table 2 is current data (obtained on 9/6/2010 from *Airservices* "Webtrack") for a sampling of easterly takeoffs showing the altitude of 34R takeoffs crossing the shoreline today. *Webtrack* is available at [<http://www.airservicesaustralia.com/aviationenvironment/noise/webtrak/>]

Attachment "A" ^{#2} is a letter from a past Chair of SACF , Senator Marise Payne addressed to a Mr. Church in the suburb of Winston Hills which is 32km from Takeoff in north west of Sydney who complains about noisy low flying departures from Sydney's Runway 34 L .

The letter states (quoting Senator Payne) "Of the departures off Runway 34 left , only about half track over or near Winston Hills (see map 2 -not provided in this extract)" . in addition this location is affected by westerly Departures off Runway 25 , which reduces "respite".

I checked with Mr. Church on 9 June 2010 and he is still troubled to the same extent by relatively low-flying jet aircraft (ca. 3000ft AMSL^{#3} at a land level of 700 ft) . From the letter it appears that the area is still under the departure ceiling created by arrivals , which at this point the Hon. Senator states are at 8000 ft .

Figure 5 Shows Sydney Airport Radar Tracks through January 2009 . This provides additional insight into the problem addressed by Senator Payne . The data was provided by then Aviation Community Advocate (Mr. A G Williams) from Airservices data which is not generally available. This shows that after appearing to spread through the Electorate of Grayndler the band splits into two main streams which each concentrate separately approaching the Blue Mountains area along the Katoomba and Richmond SIDs^{#4} . This focussing likely explains the departure concentration over Mr. Church's residence on high ground in the mid-western Suburb of Winston Hills, which is northwest of Parramatta, but still heavily residential.

Figure 6 (*Take-offs over Sydney residents to 2009*) shows the point made by Mr. Harrison that in the years before Sydney's LTOP the majority of takeoffs were over water , whereas under LTOP they fly over residents. This confounds the intention expressed in S. 3.6 of the LTOP Proponent Statement that for risk-management and safety takeoffs are to be preferred when over water.

Unfortunately the LTOP (as implemented) was predicated on assumptions about distributions of "movements" (A Movement = one Takeoff or Arrival) , which were expressed as the (never-to-be-met) "Targets", whilst quantifying the Equitability of Noise distribution was found to be too hard (LTOPSR^{#5} p. 102 , para. 8) . In addition a

¹ NEU - Airservices Noise Enquiry Unit

² Attachment "A" - From SACF Agenda Papers 39th Meeting , 19/3/2004. Mr. Church's letter [*SACF Corr 2003/050*] at pages 32-33; Response from the Chair (Senator Payne) [*SACF Corr 2004/002*] at page 34.

³ AMSL = Above mean sea level.

⁴ SID = "Standard Instrument Departure"

⁵ LTOPSR - "Long Term Operating Plan for Sydney (Kingsford-Smith) Airport - Summary Report, Airservices Australia, Dec. 1996.

"movement" was considered to be of equal weighting whether takeoff or arrival, when there can be significant noise impact differences, which depend on circumstances . Whatever view is taken , the then Minister's expectations for maximising "flightpaths" over water and non-residential areas ^{#6} appear to have been frustrated.

I hope these answers have been helpful in your quest for the truth about "noise sharing."
If there are any further questions I or my colleagues may be able to answer, kindly let us know.

⁶ Ministerial Direction by John Randall Sharp , 20 March 1996

FIGURES , TABLES & ATTACHMENTS

FIGURE 1 NORTHERLY FLOWS THROUGH SYDNEY AIRPORT 1998

BCA = location of site of formerly planned Badgerys Creek Airport; B/A = Bankstown Airport

SYDNEY KINGSFORD SMITH

Tracks for all aircraft on 19/3/98 between 05:30 and 23:00.

Horsley Park indicated.



This represents one full day operation with curfew.

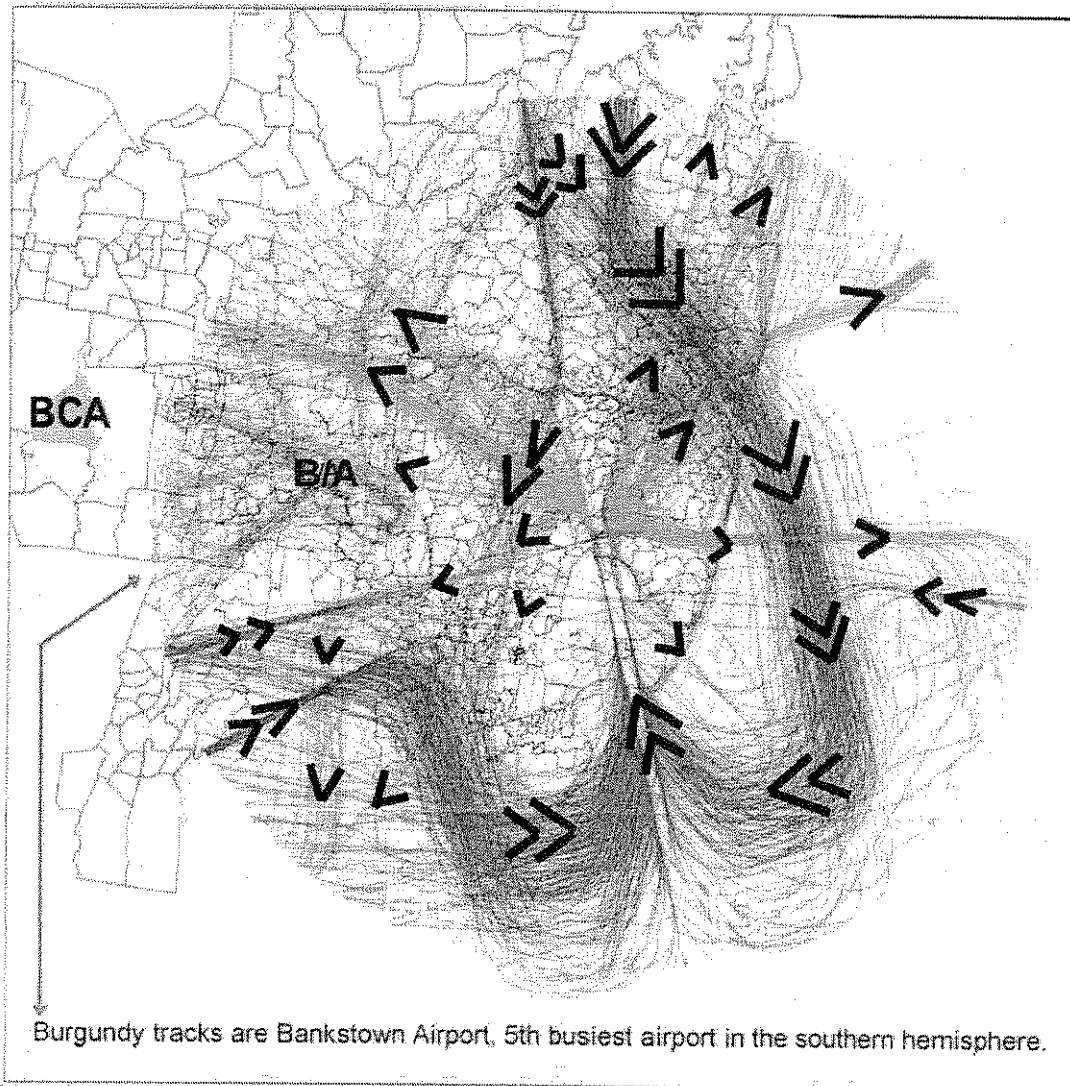


FIGURE 2 SOUTHERLY FLOWS THOUGH SYDNEY AIRPORT 1998

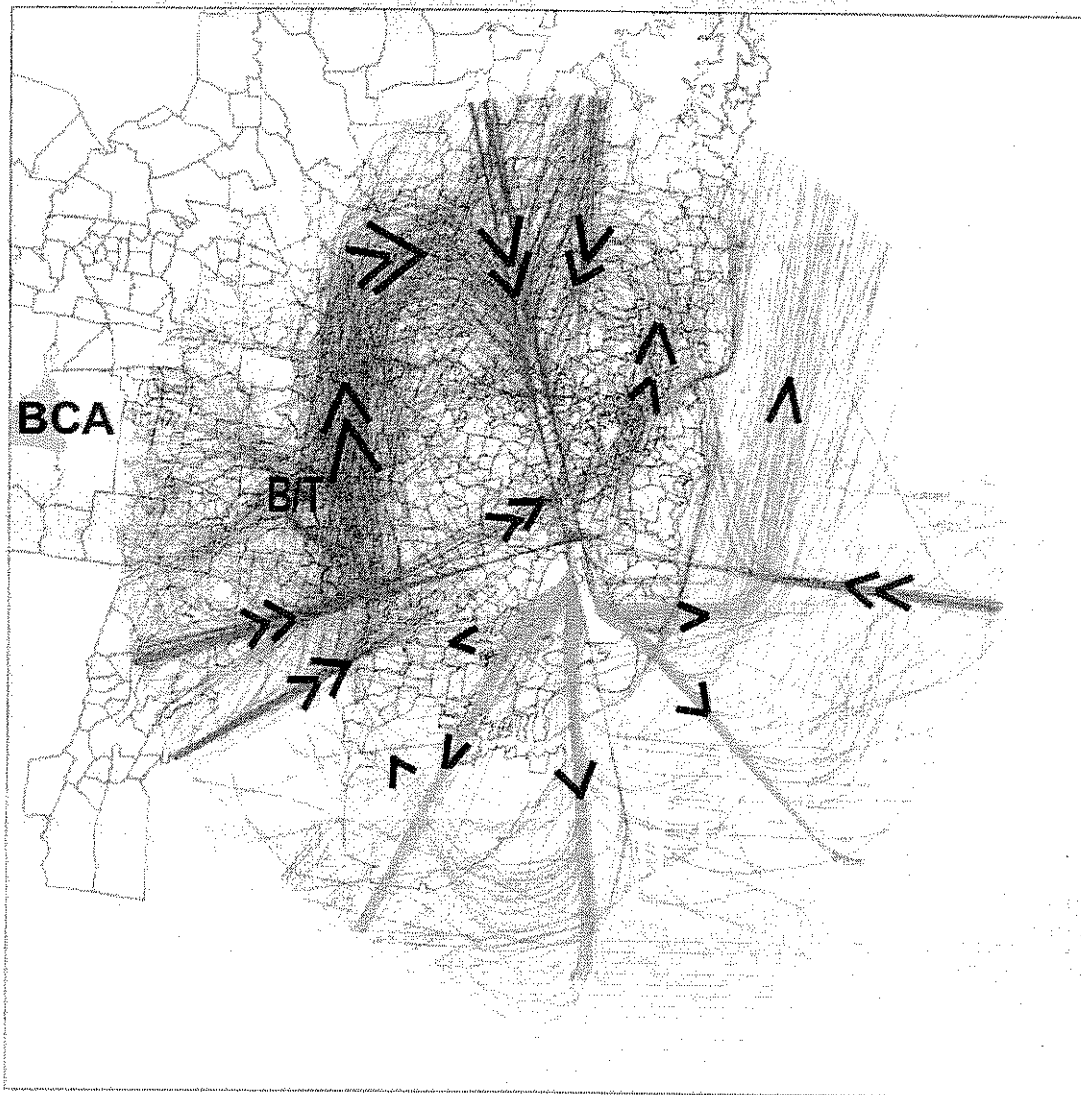
BCA = location of site of formerly planned Badgerys Creek Airport; B/A = Bankstown Airport

SYDNEY KINGSFORD SMITH

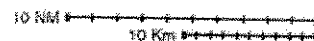
Tracks for all aircraft on 18/3/98 between 05:30 and 23:00.
Horsley Park indicated.



A full day of flights, with a night curfew, from 6 a.m. to 11 p.m.



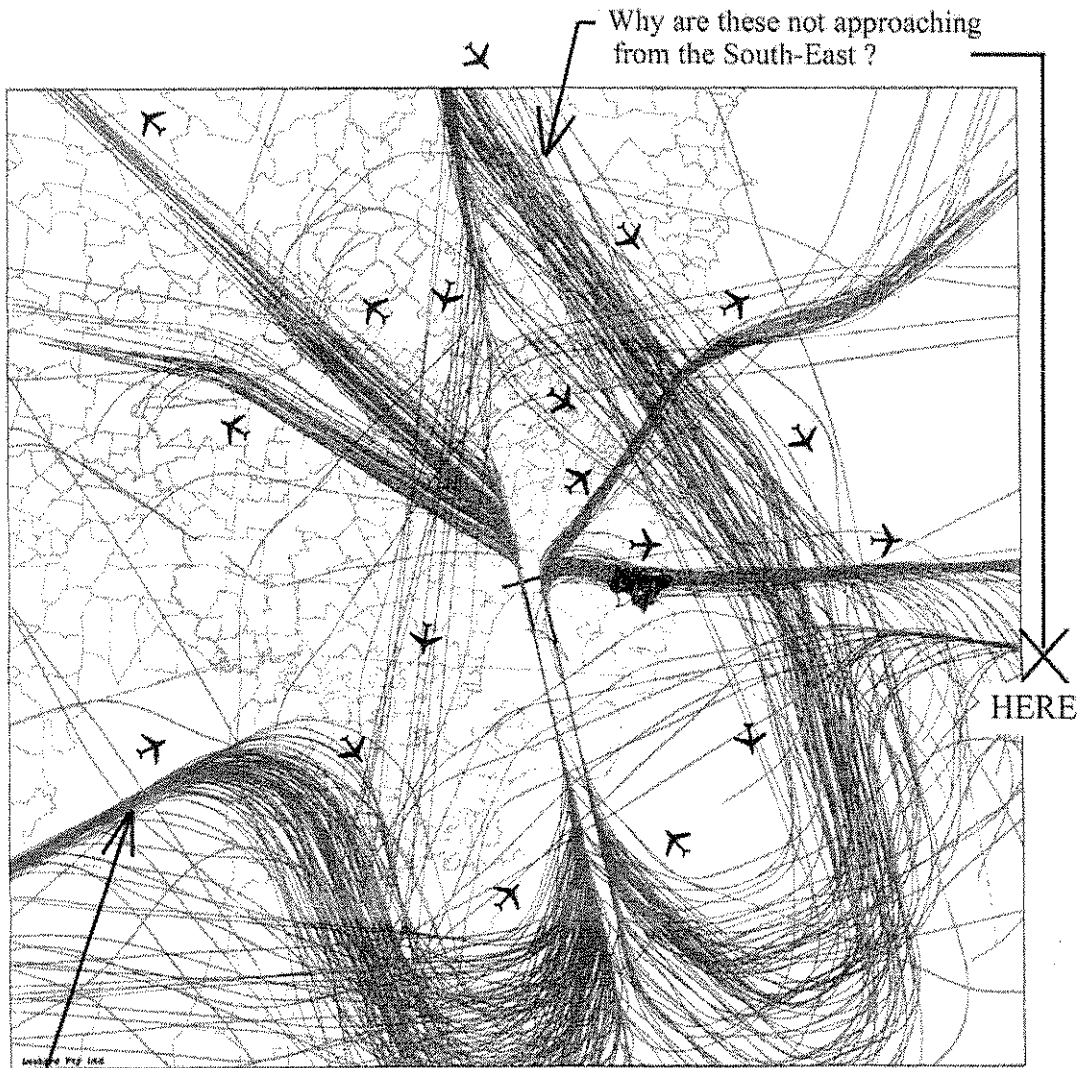
Bankstown Airport tracks in burgundy on left side.



Report Generated 21/03/98 03:57 pm
LOCHARD NOISE & FLIGHT PATH MONITORING SYSTEM

FIGURE 3 NORTHERLY FLOWS THROUGH SYDNEY AIRPORT 2000

ALL JETS ON 25/7/00 FROM 0600 - 2300
MAROUBRA INDICATED, NCM REF: 89019



Approach from South-west
to land from Botany Bay

Flights by Operation
— Arrival
— Departure
— Fly Over
— Training
— Overshoots
— General

FIGURE 4 *Departure Flightpaths on Monday 22 /12 /2008*

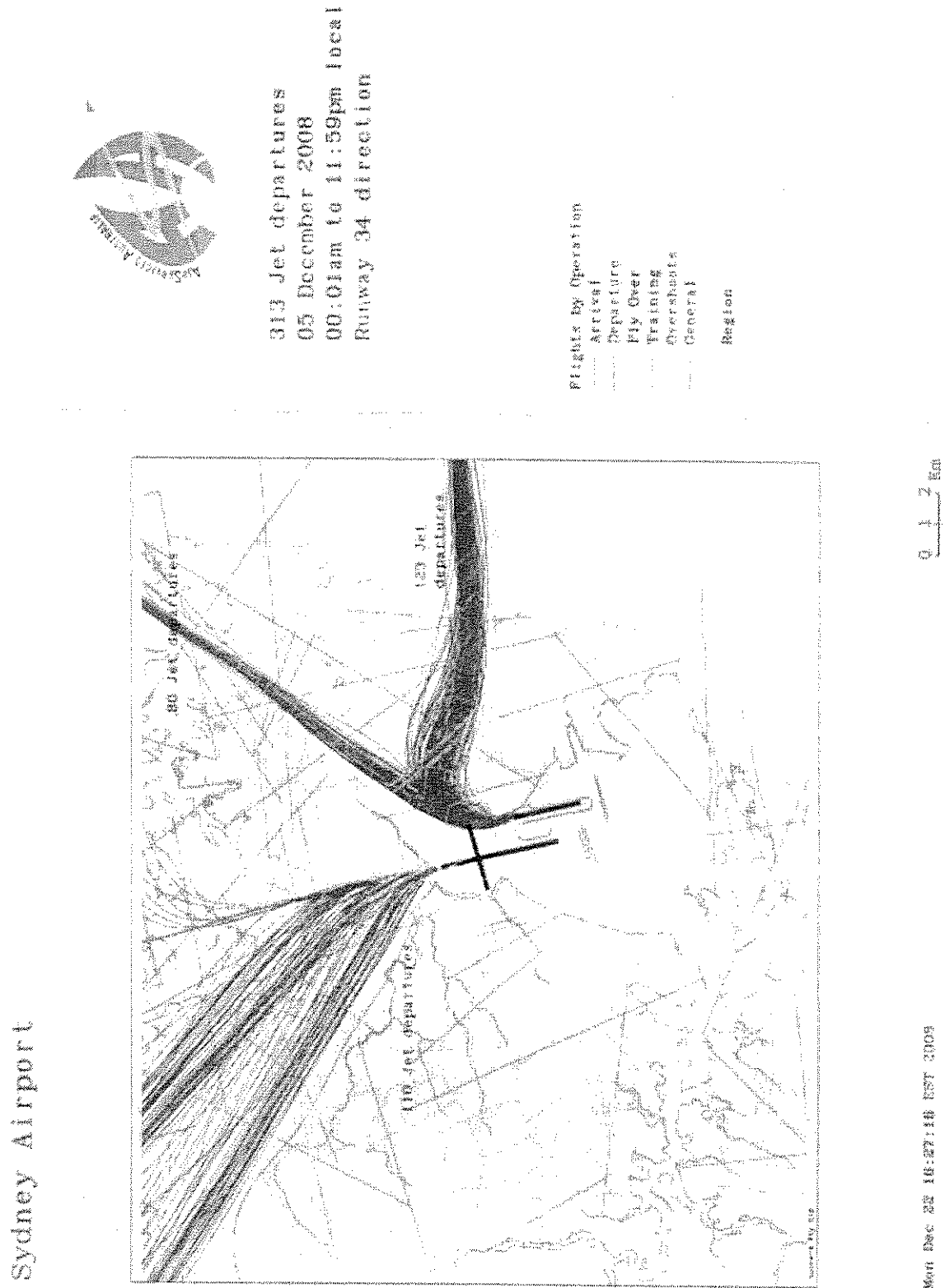


FIGURE 5 Sydney Radar Tracks - Jan 2009 Jet Departures runway 34L

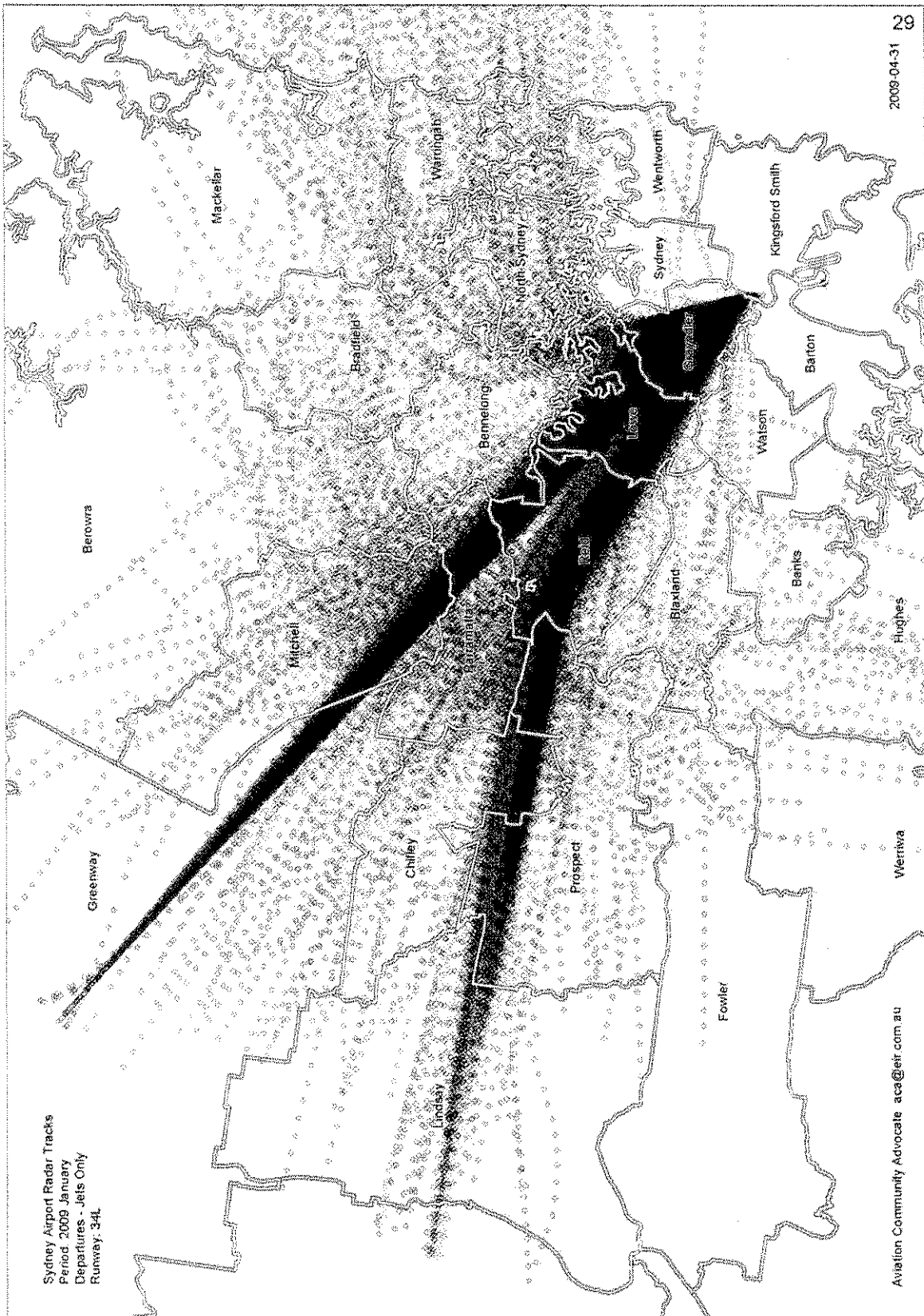
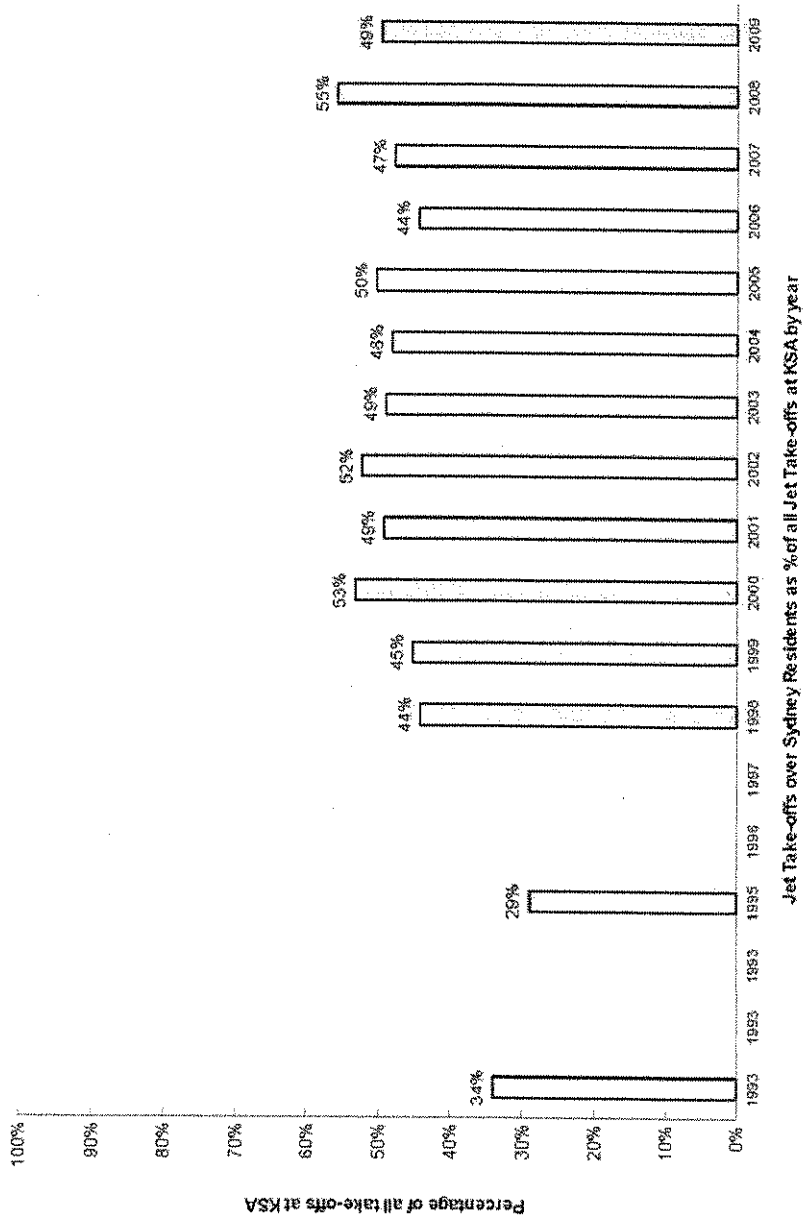


FIGURE 6 CHANGE FROM TAKEOFFS OVER WATER TO TAKEOFFS OVERLAND



ATTACHMENT "A" Letter from Senator Marise Payne to Mr. G. Church 22/8/2002

{From SACF Agenda Papers 39th Meeting , 19/3/2004. Mr. Church's letter [SACF Corr 2003/050] at pages 32-33;
Response from the Chair (Senator Payne) [SACF Corr 2004/002] at page 34.}

06-05-2003 11:11 FROM:

TO: G1 (2) ST000006 P: 01

Marise Payne

Liberal Senator for New South Wales



22 AUG 2002

Mr George Church

Dear Mr Church,

I write in response to your request to be granted membership of the Sydney Airport Community Forum (SACF) to represent the Winston Hills community.

The Minister for Transport and Regional Services (who approves membership of the Forum) has been consulted in relation to your request and I must inform you that a position is not available at present for you to take part as a member. When the former Minister (the Hon John Sharp MP) established SACF in March 1996 he said in his media statement that:

"Membership of the new body will streamline the cumbersome and unwieldy arrangements put in place by the previous government. He said that it would have about half the number of members of the previous committee but would achieve a proper breadth of representation. ... The new body will include elected parliamentary representatives of both Liberal and Labor parties and selected range of mayors. The aviation industry will also be included. For the first time the body will also include members drawn directly from the community."

That same commitment remains today under Minister Anderson. Most of the community members were nominated by the Local Members but not all nominees were selected.

However, you are welcome to attend SACF meetings as an observer and I have asked the Secretariat to contact you before meetings to inform you of meeting dates, times and venue. To assist you in your future correspondence to SACF, and to assist you in understanding the whole-of-Sydney policy which is the focus of SACF, I have obtained for you information on how various runway modes affect Winston Hills, including:

- names of the runways;
- the various modes employed;
- the preferred runway selection;
- a movement summary (with Winston Hills-relevant columns highlighted); and
- maps indicating the movements affecting your suburb.

ATTACHMENT "A" Letter from Senator Marise Payne cont'd:-

06-06-2008 11:12 FROM:

TU:61 (2) 97969686

P:02

You will see from this information what share of noise Winston Hills receives in relation to other Sydney suburbs. Departures off runway 25 are such that approximately only half of these departures pass over or near Winston Hills. Additionally, of those that do, a large majority are at 8000 feet or more in height (see map 1). Of the departures off runway 34 left, only about half crack over or near Winston Hills (see map 2). Percentages of flights over or near Winston Hills for June 2002 are 18.9% considering the above.

I should mention the flights arriving for Runway 16 Right on descent are using reduced power setting, though I know your past complaints to the Noise Enquiry Unit and to my office have been in relation to jets taking off from Sydney Airport.

I do appreciate your sensitivity to aircraft noise but must stress my commitment to the policy of all areas of Sydney sharing the burden of aircraft noise as fairly as possible. I would appreciate if future correspondence to me on noise issues affecting you can be sent to the following address:

SACF Chair
PO Box A301
Sydney South NSW 1235

If sent to the above address, your correspondence can be copied to other SACF members and can be discussed when the Forum meets.

Yours sincerely,



MARISE PAYNE
Senator for New South Wales

cc: Members of the Sydney Airport Community Forum
The Hon John Anderson MP, Minister for Transport and Regional Services

The Maps 1 & 2 referred to in the Senator's letter were not attached to the SACF Agenda Papers.

SENATE RURAL AND REGIONAL AFFAIRS AND TRANSPORT REFERENCES
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Inquiry into the effectiveness of Airservices Australia's management of aircraft noise

Public Hearing Friday, 28 May 2010

Questions Taken on Notice – Airservices Australia

Hansard, RRA&T 89

Senator O'BRIEN—Mr Dudley, how do you ascertain the technical accuracy of the ANEF?

Mr Dudley—There are a range of factors, which I am not expert in, that are undertaken by highly qualified people in our environment branch. We have, for example, a person who has a doctorate in acoustics engineering and other staff who are well qualified in terms of tertiary education in noise engineering et cetera, and most of those people are specific to the very precise topic area of aircraft noise, in particular in aviation noise. They have a range of issues which they crosscheck. I can take on notice those issues.

ANSWER:

Ministerial Direction M37/99 of 3 May 1999 issued under the Airservices Act 1995 prescribes that Airservices Australia is responsible for the endorsement of ANEFs for all Australian airports.

1. In deciding whether to endorse an ANEF, Airservices Australia must be satisfied with the following elements:

- a) That the appropriate selection of aircraft types for the airport has been used as input data;
- b) That the runway usage and flight path data used as an input to the model are operationally suitable for the airport;
- c) That the forecast numbers of aircraft movements, operating times and the aircraft types carrying out operations are not greater than the physical ultimate capacity of the existing or proposed runway/s using accepted and published methodologies;
- d) That the contours have been modelled correctly;
- e) That the proponent has demonstrated it has paid due regard to all issues raised by State and Local Government authorities in relation to the ANEF; and
- f) Any other matter the endorser considers relevant in deciding whether to endorse the ANEF.

2. Airservices must ensure that the following information is provided to it by the proponent of the ANEF in order to complete the assessment under (1) above:

- a) The proposed ANEF map;
- b) The Integrated Noise Model (INM) study;
- c) A plot of the flight tracks used with tracks labelled;
- d) A table of aircraft movements by aircraft type, time of day and runway (usually reproduced on the ANEF map);
- e) A bound report detailing the following:
 - (i) The INM version used and the refinement and tolerance used in calculation;
 - (ii) The coordinate system used for the base map, runways and contours;
 - (iii) All assumptions made in preparation of the ANEFs;
 - (iv) The person or persons and the organisation or company who have taken responsibility for all input assumptions used in preparation of the contours including the forecasts of aircraft numbers and types, the day/night splits, the runway locations and usage, and the flight track locations and the assignments of aircraft using those tracks;

and

 - (v) In the case of aircraft noise contours modelled incorporating the effects of topography, advice of same noted in the title block of the map.
- f) Evidence that the relevant State and Local Government authorities have sighted the proposed ANEF contour chart and have had the opportunity to comment; and
- g) Any other material the endorser considers necessary to make a proper assessment under (1) above.

3. If Airservices is satisfied that the criteria for endorsement have been met, it stamps the ANEF as being endorsed as the official ANEF for the airport for the purposes of the Master Plan. The endorsement must specify if the ANEF is a "standard ANEF" (i.e. a forecast of noise exposure levels up to a maximum of 20 years); a "long range ANEF" (i.e. a forecast of noise exposure levels beyond 20 years) and specify the number of years; or an "ultimate practical capacity ANEF" (i.e. a forecast of noise exposure levels likely if an airport was operating at its ultimate practical capacity).

Hansard, RRA&T 92-93

CHAIR—Have you ever knocked any back on the technicality side of it?

Mr Dudley—There have been a number of occasions where we have gone back to the proponent querying the data, and that is part of the technical endorsement process of asking

how they arrived at these figures or seeking further clarification of the information that they have presented.

CHAIR—Okay. But at no stage have you gone back to the proponent and said, ‘Actually, we don’t think you have done a good enough job.’

Mr Dudley—I would have to take that on notice.

CHAIR—Thank you.

Mr Russell—We will come back to you, obviously. Normally that is ultimately factored into a process where the minister makes the call as to whether the master plan is accepted or not. We will provide a little more information.

ANSWER:

Airservices regularly returns ANEF submissions to airports that do not meet endorsement requirements. It is not unusual for there to be three to four resubmissions before the information provided has been assessed as technically accurate and suitable for endorsement by the delegate.

Hansard, RRA&T 93

Senator O’BRIEN—With a departure from mode 15, typically what height will departing aircraft have reached by the time they reach the coast?

Mr Harfield—I will have to take that on notice because mode 15 was only utilised during the RESA works.

ANSWER:

Mode 15 operated from 25 October, 2008, and ended on 29 March, 2010.

Departures were at heights of between 2,000 feet and 10,000 feet when they reached the coast, depending on factors such as the aircraft type and performance specification, weather, payload and the direction flown from the three tracks that were part of this mode i.e. over the east between Coogee and Maroubra, north-east over Sydney Harbour or further to the north above the Hawkesbury River between Pearl Beach and Palm Beach.

Hansard, RRA&T 94-95

Senator O’BRIEN—So they can get there as quickly as they want to. It is the pilot’s decision as to how quickly they do that.

Mr Harfield—There are standard departure paths of about seven degrees. Generally speaking, that varies because of weight.

Mr Russell—On the long parallel for departures to the north, in the right weather conditions where the wind is blowing from that direction obviously long-haul and heavy aircraft depart using that track. Some of their climb profiles are slower than others.

Senator O’BRIEN—What volume of traffic would they make up?

Mr Russell—I can provide that information to you. I do not have it with me, unfortunately.

ANSWER:

During April 2010 a total of 9,369 jet aircraft departed Sydney. Of these 1,463 (15.62 per cent) used runway 34L for this track.

Hansard, RRA&T 96

CHAIR—Thank you for that, Mr Russell. That had not occurred to us! Going back to the consultation, we did have in this morning Sydney Metro Airports, which are mostly Bankstown and Camden. They said that earlier this year there was a meeting. There has obviously been of an increase in unrest with the noise around the Camden region. They had a meeting a couple of months ago and they were very disappointed that neither Airservices Australia nor CASA turned up to that. Would there have been a reason not to? Taking away the human problems of having people available, is Airservices Australia required or expected those sorts of meetings? I only raise that because of our previous conversations about communication and the fact that they were very disappointed that Airservices Australia was not at that meeting.

Mr Russell—I will ask Richard Dudley if he will answer this. This was Camden in particular?

CHAIR—Yes, it was Camden.

Mr Dudley—Was this with Mr Pat Farmer MP?

CHAIR—Yes.

Mr Dudley—In relation to that, Mr Farmer MP specified specific officers from Airservices Australia and from CASA and others as well. The process is that those sorts of requests follow proper convention and go through the minister's office. I believe that the minister did say that we would be more than happy to go, as would CASA, and that the office would facilitate that visit and enable the necessary and right officers to go along. We have been on standby, essentially, waiting for the advice as to who to rightly send along to answer questions.

CHAIR—Are you saying that you did not get an invitation to that particular meeting?

Mr Dudley—The request came in, but it did not come in through the normal channels. It was referred, I believe, to the minister's officer and the minister offered to facilitate the meeting and to instruct officers from the agencies to attend—officers that would best suit the type of meeting.

Mr Russell—I am happy to revisit that issue. I do not have the details with me, but I am happy to revisit it and come back to you.

CHAIR—That would be useful. If it is a process problem where they have come to you and you have had to refer to the minister and before it came back to you the meeting occurred, that is understandable. I am not sure entirely, but I understood that it was a Sydney Metro meeting with Pat Farmer in attendance. I would hate to think that Airservices Australia cannot go to a meeting with a group like Sydney Metro because a politician was involved and you have to go through this rigmarole through the minister. I know that that is not your call.

Mr Russell—Let us come back to you.

ANSWER:

Airservices was invited to the meeting referred to by direct email from Pat Farmer MP's media adviser in February, 2010. The proposed meeting was at Mr Farmer's Macarthur electorate office in Camden.

Under established convention, parliamentarians request meetings with Airservices' staff through the Minister for Infrastructure, Transport, Regional Development and Local Government. Consistent with this protocol, Airservices referred the invitation to Minister Anthony Albanese's office.

The Minister's office offered to facilitate the meeting for Mr Farmer with appropriate Airservices' representation. Airservices is unaware of Mr Farmer's response to the Minister's communication.