

Senate Rural and Regional Affairs and Transport References Committee

Questions on Notice – 28 April 2010 Perth

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

Question Number	Page No's.	Witness	Question asked by	Answered
1	18	City of Canning	Senator Nash	4/6/10
2	20	Shire of Mundaring	Senator Nash	21/5/10
3	25-26	Local Government	Senator Back	10/5/10; 18/5/10; 21/5/10
4	93	Westralia Airports Corporation	Senator Sterle	24/5/10 & 31/5/10
5	99-100	Airservices Australia	Senator Back	24/5/10
6	100	Airservices Australia	Senator Back	24/5/10
7	106-107	Airservices Australia	Senator O'Brien	24/5/10
8	108	Airservices Australia	Senator Nash	24/5/10
9	112-113	Airservices Australia	Senator Siewert	24/5/10

1. Hansard RRA & T 18

Senator Nash asked:

CHAIR—On that safety argument you go on to say in your submission that, in your view, Air Services uses the safety argument to discount serious consideration of alternative flight paths. Do you have any evidence of that that you could give the committee? You may want to take that on notice and perhaps supply some further information on what you see as the evidentiary basis for saying that ASA had used that safety argument to not consider alternative flight paths.

Mr Ponton—Perhaps I would need to take it on notice.

**SENATE RURAL AND REGIONAL AFFAIRS AND TRANSPORT REFERENCES
COMMITTEE**

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

Public Hearing Wednesday, 28 April 2010

Questions Taken on Notice – City of Canning

Hansard, RRA&T 18

CHAIR—On that safety argument you go on to say in your submission that, in your view, Air Services uses the safety argument to discount serious consideration of alternative flight paths. Do you have any evidence of that that you could give the committee? You may want to take that on notice and perhaps supply some further information on what you see as the evidentiary basis for saying that ASA had used that safety argument to not consider alternative flight paths.

Mr Ponton—Perhaps I would need to take it on notice.

Further Comments: Mr Ponton

The City of Canning has experienced issues with an apparent reluctance by Air Services Australia to consider alternative flight paths due to unspecified safety arguments in relation to both Jandakot and Perth Airports. Issues associated with the recent Western Australian Route Review Project (“WARRP”) and its reliance on justification through a confidential safety case has been raised widely. Another significant example with respect to City of Canning relates to a 900 foot ceiling on aircraft movements at Jandakot Airport and the resistance encountered by the City with respect to seeking adjustments to that restriction.

The City since at least the early 2000’s has been seeking an increase in this ceiling to:

- improve safety at Jandakot Airport through increased ground clearance to residential properties;
- reduce noise impacts from aircraft using Jandakot Airport through aircraft flying at a higher altitude;
- Achieve aircraft noise improvements for aircraft approaching Perth Airport through a corresponding increase in the height of this flight path and increased angle of descent (Aircraft approaching Perth Airport fly over the top of Jandakot airspace).

Specific flight path and airspace proposals to improve residential amenity in the vicinity of Jandakot Airport were put forward by the City of Canning in 2004.

The City understands that the Civil Aviation Safety Authority (CASA) acknowledged in 2003/2004 that Airservices Australia was not complying with the minimum circuit altitude and airspace requirements specified by CASA for Jandakot Airport. This situation was presented to Airservices Australia as part of actions to achieve an increase to the Jandakot Airport ceiling height. At this time Airservices Australia demonstrated a lack of desire to participate in initiatives to improve the amenity of Jandakot operations. A confidential safety case was put forward by Airservices Australia to justify its opposition to any initiative to increase the Jandakot Airport ceiling height or modify airspace designs or routes. It is

understood the safety case was developed in-house by Airservices Australia and that it was not made available to the public or CASA. This philosophy to resist changes to Jandakot Airport airspace was referred to by Airservices Australia as being part the "island concept".

The City has been advised that the credibility of the Airservices safety case has recently been put in doubt. CASA have recently imposed drastic operating restrictions at Jandakot in an attempt to override Airservices reluctance to introduce changes and mitigate identify safety risk issues. It is understood that many of these changes were to be introduced during the first quarter of 2010. The City is hopeful that these recent interventions will encourage Airservices Australia to display transparency and acknowledge and recognise the need for flight path and airspace improvements.

2. Hansard RRA & T 20

Senator Back asked:

Senator BACK—Can you tell us why he was removed before the meeting started?

Councillor Daw—I think there are various levels of reasons why he was removed. The reason they gave at the time was that Mundaring had another officer at that meeting. In other words, it took up two seats. That is at one level. I think there is a different level of meaning as well—to get him out of the room so that technical questions about his alternative proposals could not be asked.

Councillor Pilgrim—My understanding is that, for membership of that committee, the shire is invited to have an officer there as an observer and we had that officer there in a Mr Adrian Dyson. I am not aware that the meeting is actually open to the public. But I am happy to take that on notice and provide advice back from the shire of Mundaring CEO.

Shire of Mundaring



7000 GREAT EASTERN HIGHWAY MUNDARING WA 6073 TELEPHONE (08) 9290 6666 FACSIMILE (08) 9295 3288
ABN: 204 3148 7930 WEBSITE: www.mundaring.wa.gov.au EMAIL: shire@mundaring.wa.gov.au

Office of the Chief Executive
Our Ref: JT: ai 210510
File Code: TR.AIR 1

21 May 2010

Senate Standing Committee on Rural and Regional Affairs and Transport
Parliament of Australia
Parliament House
CANBERRA ACT 2600

Dear Christine,

**SENATE RURAL AND REGIONAL AFFAIRS AND TRANSPORT REFERENCES
COMMITTEE – INQUIRY INTO THE EFFECTIVENESS OF AIRSERVICES
AUSTRALIA'S MANAGEMENT OF AIRCRFAT NOISE**

I am writing in relation to questions taken on notice relative to the Shire of Mundaring and other Local Government areas during the public hearing held on Wednesday, 28 April 2010.

The information requested is detailed as follows:

1. It is my understanding that the meetings of the Perth Airport Noise Management Committee are not open to the public. The Shire of Mundaring is represented by Councillor John Daw as a member and the Manager Health and Community Safety Services, Mr Adrian Dyson as an observer.
2. The Shire of Mundaring has records of the number of complaints received about aircraft noise via its electronic document management system and in accordance with its statutory record keeping obligations.
3. The attached spreadsheet provides details of 81 complaints received from 4 May 2009 to 2 May 2010.

The total number of Shire of Mundaring residents that lodged complaints within the above spreadsheet is 9.

Should you require any further information on the above matters please do not hesitate to contact me on 9290 6601.

Yours sincerely,

Jonathan Throssell
CHIEF EXECUTIVE OFFICER

DATE

SOURCE

COMMENT

DATE	SOURCE	COMMENT
04/05/2009	Shire of Mundaring Councillor	Advices of Councillor receiving complaint from resident of Glen Forrest
08/06/2009	Resident - Parkerville	
30/06/2009	Shire of Mundaring Councillor	Follows advice to Councillor by ASA as to aircraft movement numbers
30/06/2009	Resident - Stoneville	Sent via Councillor
23/07/2009	Shire of Mundaring Councillor	Expresses dissatisfaction re: ASA
31/07/2009	Shire of Mundaring Councillor	Comments re: Shire of Kalamunda resolution
02/08/2009	Shire of Mundaring Councillor	Advice of intention to present a motion to next Council meeting
10/08/2009	Resident - Stoneville	Complaint is actually in relation to alleged Councillor statements on the issue
10/08/2009	Resident - Stoneville	
18/08/2009	Resident - Chidlow	
23/08/2009	Resident - Glen Forrest	
24/08/2009	Resident - Stoneville	Suggests alternative flight paths
24/08/2009	Resident - Glen Forrest	Requests Council support
28/08/2009	Resident - Glen Forrest	cc only (Complaint to ASA)
31/08/2009	Resident - Glen Forrest	cc only (Complaint to ASA)
31/08/2009	Resident - Stoneville	cc only (Complaint to ASA)
01/09/2009	Resident - Address not supplied	Complaint re: consultation (not specific to noise)
01/09/2009	Resident - Glen Forrest	cc only (Complaint to ASA)
04/09/2009	Resident - Mt Helena	
04/09/2009	Resident - Glen Forrest	cc only (Complaint to ASA)
05/09/2009	Resident - Stoneville	cc only (Complaint to ASA) - suggesting alternate flight path
09/09/2009	Resident - Glen Forrest	cc only (complaint to ASA)
10/09/2009	Resident - Glen Forrest	cc only (complaint to ASA)
15/09/2009	Resident - Chidlow	cc only (complaint to ASA)
16/09/2009	Resident - Stoneville	cc only (complaint to ASA)
18/09/2009	Resident - City of Armadale	cc only (complaint to ASA)
20/09/2009	Resident - Parkerville	cc only (complaint to ASA)

20/09/2009	Resident - City of Armadale	cc only (complaint to ASA)
20/09/2009	Resident - City of Armadale	cc only (complaint to ASA)
21/09/2009	Resident - City of Armadale	cc only (complaint to ASA)
23/09/2009	Resident - City of Armadale	cc only (complaint to ASA)
24/09/2009	Resident - City of Armadale	cc only (complaint to ASA)
26/09/2009	Resident - Shire of Kalamunda	cc only (complaint to ASA)
26/09/2009	Resident - City of Armadale	cc only (complaint to ASA)
28/09/2009	Resident - City of Armadale	cc only (complaint to ASA)
29/09/2009	Resident - Stoneville	cc only (complaint to ASA)
30/09/2009	Resident - Stoneville	cc only (complaint to ASA)
01/10/2009	Resident - Stoneville	cc only (complaint to ASA)
01/10/2009	Shire of Mundaring Councillor	CC only (complaint to WA Government)
09/10/2009	Resident - Parkerville	cc only (complaint to ASA)
09/10/2009	Resident - City of Armadale	cc only (complaint to ASA)
10/10/2009	Resident - Mt Helena	cc only (complaint to ASA)
11/10/2009	Resident - Glen Forrest	cc only (complaint to ASA)
12/10/2009	Resident - Glen Forrest	cc only (complaint to ASA)
12/10/2009	Resident - Glen Forrest	cc only (complaint to ASA) - 3 residents from 1 address
13/10/2009	Resident - Mt Helena	cc only (complaint to ASA)
13/10/2009	Resident - Hovea	cc only (complaint to ASA)
13/10/2009	Resident -Mt Helenat	cc only (complaint to ASA)
14/10/2009	Resident - Helena Valley	cc only (complaint to ASA)
18/10/2009	Visitor (ex UK) to Hovea	cc only (complaint to ASA)
28/10/2009	Resident - Chidlow	cc only (complaint to ASA)
03/11/2009	Resident - Address not supplied	
04/11/2009	Resident - Stoneville	cc only (complaint to ASA)
05/11/2009	Resident - Chidlow	cc only (complaint to ASA)
05/11/2009	Resident - Mahogany Creek	cc only (complaint to ASA)
05/11/2009	Resident - Chidlow	cc only (complaint to ASA)
06/11/2009	Resident - Chidlow	cc only (complaint to ASA)
09/11/2009	Shire of Mundaring Councillor	Forwarding 2 Previous resident complaints

10/11/2009	Resident - Stoneville	cc only (complaint to ASA)
10/11/2009	Resident - Glen Forrest	cc only (complaint to ASA)
14/11/2009	Resident - Chidlow	Complaint to Councillor
18/11/2009	Resident - Stoneville	cc only (complaint to ASA)
19/11/2009	Resident - Stoneville	cc only (complaint to ASA)
21/11/2009	Resident - Stoneville	cc only (complaint to ASA)
25/11/2009	Resident - Stoneville	cc only (complaint to ASA)
14/12/2009	Resident - Stoneville	cc only (complaint to ASA)
14/12/2009	Resident - Chidlow	cc only (complaint to ASA)
15/12/2009	Resident - Stoneville	cc only (complaint to ASA)
23/01/2010	Resident - Stoneville	cc only (complaint to ASA)
25/01/2010	Resident - Chidlow	cc only (complaint to ASA)
21/02/2010	Resident - Stoneville	cc only (complaint to ASA)
23/02/2010	Resident - Chidlow	cc only (complaint to ASA)
25/02/2010	Resident - Stoneville	cc only (complaint to ASA)
25/02/2010	Resident - Stoneville	cc only (complaint to ASA)
16/03/2010	Resident - Stoneville	cc only (complaint to ASA)
08/04/2010	Resident - Shire of Kalamunda	cc only (complaint to ASA)
12/04/2010	Resident - Chidlow	cc only (complaint to ASA)
13/04/2010	Resident - Chidlow	cc only (complaint to ASA)
14/04/2010	Resident - Stoneville	cc only (complaint to ASA)
21/04/2010	Resident - Stoneville	cc only (complaint to ASA)
25/04/2010	Resident - Chidlow	cc only (complaint to ASA)
02/05/2010	Resident - Gidgegannup	cc only (complaint to ASA)

TOTAL COMPLAINTS 81

Cr John Daw

29 May 2010

Ms Christine Charity,

Senate RRAT Standing Committee,

Parliament House,

Canberra ACT 2600

Dear Ms Charity,

Re - Inquiry Into The Effectiveness Of Airservices Australia's Management Of Aircraft Noise

I refer to a letter received by you from Mundaring Shire Council CEO Mr Jonathan Throssell dated 21 May 2010. I attach my response to his letter re the attendance of Mr Tony Anderson at the Perth Airport Noise Management Consultative Committee (PANMCC). I also enclose copies of the cover page of the Minutes of PANMCC where Mr Anderson's presence is recorded. I confirm, as per my comments in the Hansard, that Mr Anderson did attend the PANMCC with me on 4 November 2009 and with former Councillor Sharon Davies on 30 September 2009. The evidence presented herewith corresponds to my comments to the Perth hearings regarding Mr Anderson's attendance at PANMCC meetings.

I also enclose my corrections to the Hansard.

Yours Sincerely,

Cr John Daw

Shire of Mundaring

Mr Jonathan Throssell,
CEO Shire of Mundaring,

Dear CEO,

I refer to your letter to the Senate Rural and Regional Affairs and Transport References Committee – Inquiry Into the Effectiveness of Airservices Australia's Management of Aircraft Noise, dated 21 May 2010.

I inform you that Mr Tony Anderson did accompany me to the meeting of the Perth Airport Noise Management Consultative Committee (PANMCC) on 4 November 2009, see attached minutes from PANMCC, as my technical advisor/observer. He had also accompanied then Councillor Sharon Davies to the PANMCC meeting on 30 September 2009, when she was still the Shire representative on the committee. On both occasions Mr Adrian Dyson of the Shire was unable to attend as an observer at those meetings.

At the meeting of PANMCC on 24 March 2010, Mr Anderson also accompanied me to the meeting as observer/technical advisor, but was refused entry to the meeting on the grounds that Mundaring had Mr Dyson as its observer. Hence my reference to that fact at the Perth Senate Hearing, that Mundaring has taken along a technical advisor.

There have been occasions when, as I understand it, PANMCC has had other members of the public in attendance, for example when Sharon Davies was the Shire's representative on that committee.

Yours Sincerely,

Cr John Daw

26 May 2010

AIRCRAFT NOISE MANAGEMENT CONSULTATIVE COMMITTEE
(ANMCC)

MINUTES OF MEETING [DRAFT]

Chair:	Dr Peter Cock.	Date:	4 November 2009
Secretariat:	Katrina Finlen	Time:	10:00
Venue:	Admin Board Room, Level 2, 2 George Wiencke Drive, Perth Airport.		

Attendance	
City of Gosnells	Bill Ellis
<u>Shire of Mundaring</u>	John Daw Tony Anderson (Observer)
Department of Environment and Conservation	John Macpherson
CASA	Kim Jones (Guest Speaker)
Department of Transport	Mark Sparrow
City of Swan	Steven Tan
City of South Perth	Travis Burrows
Perth Airport	Torb Petersen Alana Pham (Observer)
Airservices Australia	Lance Dale Richard Dudley
Cannington Community Representative	Phil Lipple
The Guildford Association	Barbara Dundas
City of Canning	Gavin Ponton
Federal Member for Swan	Steve Irons Jonathan Martin (Observer)
City of Belmont	Phil Marks
Federal Member for Hasluck	Sharryn Jackson

AIRCRAFT NOISE MANAGEMENT CONSULTATIVE COMMITTEE
(ANMCC)

MINUTES OF MEETING [FINAL]

Chair:	Dr Peter Cook.	Date:	30 September 2009
Secretariat:	Katrina Finlen	Time:	10:00
Venue:	Meeting Room 1, Level 2, 2 George Wiencke Drive, Perth Airport.		

Attendance	
Airservices Australia	Lance Dale
Cannington Community Representative:	Phil Lipple
City of Belmont:	Phil Marks
City of Canning:	Gavin Ponton
City of South Perth:	Travis Burrows
City of Swan:	Steven Tan
Department for Planning and Infrastructure:	Carole Theobald
Department of Environment & Conservation:	John Macpherson
Member for Swan:	Steve Irons, Jonathan Martin
Perth Airport:	Nicolette Matchitt, Alana Pham
Shire of Kalamunda	Elizabeth Taylor
Shire of Mundaring:	Sharon Davies, Tony Anderson (Observer) *
The Guildford Association:	Barbara Dundas, Ken Fletcher (Observer)
Apologies	
City of Gosnells:	Ross Wells
Federal Member for Hasluck:	Sharryn Jackson
Perth Airport:	Torb Petersen
Qantas Airways:	Andrew Sellick
Shire of Kalamunda:	David Tomlinson

3. Hansard RRA & T 25-26

Senator Back asked:

Senator BACK—Can I ask, if the information is available now: do the various local governments have records of the numbers of complaints about aircraft noise that have been registered with your councils? If not, can you table that for us or take it on notice?

Councillor Godfrey—We can take it on notice. I know with the overlay we only received 26 complaints.

Senator BACK—The overlay was the resurfacing of the airstrip.

Councillor Godfrey—That is correct.

Senator BACK—I am asking now about aircraft noise relevant to this inquiry.

Councillor Godfrey—I will take mine on notice.

Councillor Daw—Complaints go in all directions. Councillors are called; the shire might be called—

Senator BACK—That is my question: are they being captured? Clearly, we are not getting the information from other sources. Can we get that inform from local government, being closest to the community?

Councillor Godfrey—Yes.

Councillor Daw—Yes.

Councillor Delle Donne—We will take it on notice. I am not sure exactly what the number is but I will certainly get it back to you.

Senator BACK—As part of that question, has there been an increase in the last period of time? As Senator Sterle has said, as our economic activity has accelerated again, has this been reflected in an increased number of complaints by virtue of an increased number of flights?

Hi Christine

As I outlined at the inquiry hearing, my experience over 30 years in local government, is that most people are aware that aircraft noise is not a local government responsibility so very few complaints are referred to Councils. When such complaints are received, they are generally referred to ASA and not recorded.

A scan through the City's records has been undertaken, however no specific complaints of aircraft noise have been recorded over recent months, when the issue has emerged in the City of Armadale. Apart from that there has been correspondence between ward councillors and a resident who has forwarded a submission to the enquiry. I also understand that 32 people have contacted the office of local federal MP Don Randall to lodge objections to the air route changes and impacts due to noise.

I trust that adequately addresses the question

Regards

John Erceg
Health Services Manager
City of Armadale

Hi John,

RE: Aircraft Noise Inquiry - Questions on Notice (28 April 2010)

Thank you for your participation in last week's hearing in Perth.

I have been reading through the transcript and attach a copy of a question the Committee asked you on notice. It would be very much appreciated if you were able provide an answer by 21 May 2010 if at all possible.

<<100428 - QON - City of Armadale.docx>>

Thanks very much for your help,

Christine Charity

Senate Standing Committee on Rural and Regional Affairs and Transport

Council Ref : 95/004
Customer Ref :
Enquiries :

CITY OF BELMONT
215 Wright Street
(LMB 379) Cloverdale
Western Australia 6105

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FROM THE OFFICE OF THE MAYOR

18 May 2010

belmont@belmont.wa.gov.au
www.belmont.wa.gov.au

The Chair
The Senate Standing Committee
Rural and Regional Affairs and Transport
PO Box 6100
Parliament House
CANBERRA ACT 2600

All communications
to be addressed to:
The Chief Executive Officer
LMB 379 Cloverdale
Western Australia 6985

Dear Senator Nash

**RESPONSE TO QUESTION TAKEN ON NOTICE
INQUIRY INTO THE EFFECTIVENESS OF AIRSERVICES AUSTRALIA'S MANAGEMENT
OF AIRCRAFT NOISE**

I refer to my evidence given at the inquiry into the effectiveness of Airservices Australia's management of aircraft noise on Wednesday 28 April 2010. I advised at that time that I would take the following question on notice:-

Do the various local governments have records of the numbers of complaints about aircraft noise that have been registered with your council?

I now provide the following response to that question. Any complaints received are generally recorded via two electronic records systems i.e. Dataworks (written complaints) and Pathway (verbal complaints/service requests) and referred to the relevant officer responsible for handling that specific type of complaint. However a majority of these complaints (aircraft noise) have been taken verbally by Councillors and are therefore not captured in the City's records databases. In discussion with the Councillors and senior officers of the City it has been determined that approximately 50 complaints have been handled by the City's Councillors and officers since the WARRP review outcomes were implemented.

Customers are directed either to the Airservices Australia complaints line or to Perth Airport but the City does not know if the complainants actually followed through with their complaints.

Yours sincerely

**MAYOR GLENYS GODFREY
CITY OF BELMONT**



DATE	SOURCE	COMMENT
4/05/2009	Shire of Mundaring Councillor	Advices of Councillor receiving complaint from resident of Glen Forrest
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1/09/2009	Resident - Glen Forrest	cc only (Complaint to ASA)
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5/09/2009	Resident - Stoneville	cc only (Complaint to ASA) - suggesting alternate flight path
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20/09/2009	Resident - Parkerville	cc only (complaint to ASA)

AGON - SHIRE OF
28/4/10 MUNDARING

20/09/2009	Resident - City of Armadale	cc only (complaint to ASA)
20/09/2009	Resident - City of Armadale	cc only (complaint to ASA)
21/09/2009	Resident - City of Armadale	cc only (complaint to ASA)
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30/09/2009	Resident - Stoneville	cc only (complaint to ASA)
1/10/2009	Resident - Stoneville	cc only (complaint to ASA)
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9/10/2009	Resident - Parkerville	cc only (complaint to ASA)
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12/10/2009	Resident - Glen Forrest	cc only (complaint to ASA) - 3 residents from 1 address
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5/11/2009	Resident - Mahogany Creek	cc only (complaint to ASA)
5/11/2009	Resident - Chidlow	cc only (complaint to ASA)
6/11/2009	Resident - Chidlow	cc only (complaint to ASA)
9/11/2009	Shire of Mundaring Councillor	Forwarding 2 Previous resident complaints

10/11/2009	Resident - Stoneville	cc only (complaint to ASA)
10/11/2009	Resident - Glen Forrest	cc only (complaint to ASA)
14/11/2009	Resident - Chidlow	Complaint to Councillor
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14/12/2009	Resident - Chidlow	cc only (complaint to ASA)
15/12/2009	Resident - Stoneville	cc only (complaint to ASA)
23/01/2010	Resident - Stoneville	cc only (complaint to ASA)
25/01/2010	Resident - Chidlow	cc only (complaint to ASA)
21/02/2010	Resident - Stoneville	cc only (complaint to ASA)
23/02/2010	Resident - Chidlow	cc only (complaint to ASA)
25/02/2010	Resident - Stoneville	cc only (complaint to ASA)
25/02/2010	Resident - Stoneville	cc only (complaint to ASA)
16/03/2010	Resident - Stoneville	cc only (complaint to ASA)
8/04/2010	Resident - Shire of Kalamunda	cc only (complaint to ASA)
12/04/2010	Resident - Chidlow	cc only (complaint to ASA)
13/04/2010	Resident - Chidlow	cc only (complaint to ASA)
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2/05/2010	Resident - Gidgegannup	cc only (complaint to ASA)

TOTAL COMPLAINTS 81

4. Hansard RRA & T 93

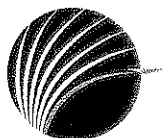
Senator Sterle asked:

Senator STERLE—The question is: could you, Mr Geatches, provide to this committee the attendance records of those meetings through this whole WARRP process? Is that possible?

Mr Geatches—We can.

Dr Cock—They are publicly available. They are published on our website, but we are very happy to provide them to the committee.

Senator STERLE—If you could, please provide the minutes and the attendances.



**PERTH
AIRPORT**

6 May 2010

Ms Jeanette Radcliffe
Committee Secretary
Senate Rural and Regional Affairs and Transport References Committee
PO Box 6100
Parliament House
Canberra ACT 2600

Dear Ms Radcliffe

**Inquiry into the effectiveness of AirServices Australia's management of
aircraft noise**

On 28 April 2010, Perth Airport gave evidence at the hearing of the Senate Rural and Regional Affairs and Transport References Committee's inquiry into the effectiveness of AirServices Australia's management of aircraft noise.

At the hearing, the Senate Committee requested Perth Airport to provide copies of the minutes of the Perth Airport Aircraft Noise Management Consultative Committee meetings. Please find enclosed an electronic copy of the minutes of these meetings for the years 2004 – 2009.

Should you have any further questions please do not hesitate to contact me.

Sincerely

Dr Peter Cock

Chief Operating Officer

Enclosure: CD Rom - Minutes of the Perth Airport Aircraft Noise Management
Consultative Committee meetings 2004 - 2009

Dear Christine

Thank you for your follow-up questions regarding the PAANMCC - please find attached the minutes of the meetings held on 4 October 2006 and 21 February 2007. My apologies that these were omitted from the initial set of minutes that were provided to the Senate Committee.

You have also asked about the frequency of meetings. The ANMCC aims to meet four (4) times per year, and this is reflected in the Committee's Terms of Reference, which state:

Initially the Perth Airport Aircraft Noise Management Consultative Committee will meet quarterly but may review the frequency of meeting taking into account current issues and their urgency, however, a minimum frequency of two annually shall apply. Members of the Committee may request adhoc meeting should urgent issues arise. <http://www.perthairport.com/Default.aspx?MenuID=48>

The Committee has met at least three times each year, and in 2009 met five times.

I believe your records which show only two annual meetings per year should now be rectified with the provision of the outstanding minutes, with the exception of 2004. Unfortunately I have not been able to locate minutes of the meeting held on 17 March 2004 meeting, however the March meeting rounds out the number of meetings for that year to three (3). The minutes from March 2004 should not be pertinent to the WARRP issue so we trust the omission of these minutes will not affect the Committee's work.

Please don't hesitate to contact me if you have any further questions regarding the ANMCC.

Kind regards

Amanda Walker

Operations Research Manager and Executive Assistant to Chief Operating Officer

Perth Airport

Westralia Airports Corporation

Level 2, 2 George Wiencke Drive (opposite Domestic Terminals)
PERTH AIRPORT WA 6105
PO Box 6, CLOVERDALE WA 6985

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AIRCRAFT NOISE MANAGEMENT CONSULTATIVE COMMITTEE (ANMCC)

MINUTES OF MEETING [FINAL]

Chair:	Dr Peter Cock	Date:	4 November 2009
Secretariat:	Katrina Finlen	Time:	10:00
Venue:	Admin Board Room, Level 2, 2 George Wiencke Drive, Perth Airport		

Attendance	
City of Gosnells	Bill Ellis
Shire of Mundaring	John Daw Tony Anderson (Observer)
Department of Environment and Conservation	John Macpherson
CASA	Kim Jones (Guest Speaker)
Department of Transport	Mark Sparrow
City of Swan	Steven Tan
City of South Perth	Travis Burrows
Perth Airport	Torb Petersen Alana Pham (Observer)
Airservices Australia	Lance Dale Richard Dudley
Cannington Community Representative	Phil Lipple
The Guildford Association	Barbara Dundas
City of Canning	Gavin Ponton
Federal Member for Swan	Steve Irons Jonathan Martin (Observer)
City of Belmont	Phil Marks
Federal Member for Hasluck	Sharryn Jackson

Agenda Item	Objective	Outcome
1. Apologies	Record of members who are not present.	<ul style="list-style-type: none"> • Ross Wells, City of Gosnells • Joe Delle Donne, City of Canning
2. Minutes	Review of previous minutes.	<p>Minutes from meeting date 22 July 2009 were accepted as a true and accurate record of the meeting.</p> <p>Minutes from meeting date 30 September 2009 were accepted with the following changes:</p> <ul style="list-style-type: none"> • Mr Tan moved to have the committee acknowledge the contribution made by Ms Davies for the ANMCC. <p>Dr Cock advised that no ANMCC minutes will be released until they are approved by the committee. Once minutes are approved, they will be placed on the Perth Airport website.</p>
3. CASA WA Airspace Review		<ul style="list-style-type: none"> • Kim Jones from CASA spoke to the committee on the role of CASA particularly it's role in regulating aviation activities. Mr Jones confirmed that CASA had conducted an audit of WA airspace and had raised concerns with AA (Airservices Australia). • Mr Jones advised that it was the responsibility of AA to address these concerns. • Mr Jones advised he would be happy to attend future ANMCC meetings, where the committee wished to address issued related CASA's range of responsibilities.
3. Matters arising from the minutes.	Review of actions from previous meeting.	<p><u>3.1 Herring & Storer Report</u></p> <ul style="list-style-type: none"> • Mr Petersen advised that this was on ongoing issue as more data needed to be collected. Action: Mr Petersen (ongoing) <p><u>3.2 Implementation of SPP 5.1</u></p> <ul style="list-style-type: none"> • The Minister's response is provided in 'Correspondence' of the meeting packs. • The Committee decided that Dr Cock will draft a further letter for the Minister and will circulate to the committee for review. Action: Dr Cock <p><u>3.3 Aircraft Take Off Profile & Emissions</u></p> <ul style="list-style-type: none"> • AA have provided the committee with their information through the presentation they made on the 26 August 2009. • The Committee decided to focus on WARRP, it was noted that Aircraft Take Off Profile and Emissions had been addressed in a recent talk by Airservices. Take off profiles would not be actively pursued at this stage.

Agenda Item	Objective	Outcome
<p>3. Matters arising from the minutes.</p>	<p>Review of actions from previous meeting.</p>	<p><u>3.4 Inform existing and prospective owners of properties of aircraft noise impacts</u></p> <ul style="list-style-type: none"> • Ms Finien advised that REIWA have agreed to distribute an electronic copy of the Aircraft Noise brochure to all their members through their newsletter. No further action required. <p><u>3.5 ANEF Presentation</u></p> <ul style="list-style-type: none"> • A copy of Guy Thompson's ANEF presentation is available for viewing on the ANMCC site. No further action required. <p><u>3.6 WA Route Review Project (WARRP)</u></p> <ul style="list-style-type: none"> • Committee members forwarded their feedback regarding public consultation, and this was passed onto the federal government. WARRP is addressed further in the meeting. No further action required regarding feedback on public consultation.
<p>4. WA Route Review (WARRP)</p>	<p>Discuss the WARRP</p>	<p><u>WARRP DVD</u></p> <ul style="list-style-type: none"> • Mr Dudley advised that the WARRP DVD encompassing the committee's requested changes had been completed in the last 72 hours. Once Dr Cock has reviewed the DVD, committee members are to advise Mr Dudley how many copies they would like. <p>Action: Mr Dudley, Dr Cock & Committee Members</p> <p><u>Public Consultation</u></p> <ul style="list-style-type: none"> • Mr Dudley reiterated that the purpose of these meetings is to inform on the WARRP project and increase awareness of these changes. • Mr Dudley advised that AA will hold an information meeting for the Hills residents (Chidlow, Glen Forest, Stoneville, Helena Valley Estate). The Shire of Mundaring will host this meeting. • AA will liaise with CR Daw and the CEO of the Shire of Mundaring about appropriate dates for the information session. • Another information briefing will be held for the EMRC, PAMG and City of Canning. AA will speak with representatives individually to set up appropriate dates. • Mr Irons advised he would be keen to hold a meeting for residents of the Shire of Swan, similar to that being arranged for the Hills residents.

Agenda Item	Objective	Outcome
<p>4. WA Route Review (WARRP)</p>	<p>Discuss the WARRP</p>	<p><u>Environmental Assessment</u></p> <ul style="list-style-type: none"> Mr Dudley advised that a request from the committee for a copy of the environmental assessment has been noted. AA are currently in the process of determining if they will release the report. They anticipate having an answer before December. Action: Mr Dudley <p><u>Noise Monitor Locations</u></p> <ul style="list-style-type: none"> Mr Dudley advised AA are completing terms of reference for the review of noise monitoring stations in the Perth area. These will be distributed to the committee for review. Action: Mr Dudley Mr Dudley advised that in the next four weeks a temporary noise monitor will become available. The committee agreed that this monitor should be placed in the Chidlow area, and AA would liaise through the chair to determine a suitable site. Action: Mr Dudley <p><u>Access to Military Airspace</u></p> <ul style="list-style-type: none"> Mr Dudley confirmed that discussions with the military regarding flexible use of airspace was ongoing. The committee is to be kept informed. <p><u>Improvements to Existing Flight Paths</u></p> <ul style="list-style-type: none"> AA are in the process of examining the proposal for changed air routes from CR Daw. Action: Aircservices Australia
<p>5. Bellevue Aircraft Altitude Analysis</p>	<p>Discuss Bellevue Aircraft Altitude Analysis</p>	<p>Mr Peterson presented some analysis regarding Bellevue Aircraft Altitude. The following was presented:</p> <p><u>Jet Arrivals and Departures – Runway 06/24</u></p> <ul style="list-style-type: none"> Runway 24 jet arrivals for 1 week in June 2007 were compared with Jet arrivals for the same week in June 2009. It shows that they were both very similar and that they were all at approximately 1000ft. Runway 06 jet departures for 1 week in June 2007 were compared with Jet departures for the same week in June 2009. It shows a similar height distribution for both 2007 and 2009 and they were above 1500ft.

Agenda Item	Objective	Outcome
5. Bellevue Aircraft Altitude Analysis	Discuss Bellevue Aircraft Altitude Analysis	<p><u>Non-Jet Arrivals and Departures – Runway 06/24</u></p> <ul style="list-style-type: none"> Runway 24 non-jet arrivals for 1 week in June 2007 were compared with non-jet arrivals for the same week in June 2009. It shows a greater distribution than jet arrivals, however they were still at approximately 1000ft Runway 06 non-jet departures for 1 week in June 2007 were compared with non-jet departures for the same week in June 2009. It shows there was a similar height distribution when compared to jet departures, and were generally above 1500ft. <p>Committee members requested that Required Navigational Performance (RNP) be added onto next meetings agenda.</p> <p style="text-align: right;">Action: Ms Finlen</p>
6. Proposed Runway Overlay Works	Discuss the Proposed Runway Overlay Works	<ul style="list-style-type: none"> Brett Jackson, Alana Pham and Torb Petersen made a presentation to the committee regarding the proposed overlay works to commence in February 2010. There are three options relating to runway closures, committee members are to review the three options and provide feedback to WAC regarding their preference. Action: Committee Members Committee members were asked to consider stakeholder communication methods and to provide WAC with feedback. Action: Committee Members A copy of the Proposed Runway Overlay Presentation is available on the ANMCC website. Action: Ms Finlen
7. Noise Insulation Programs	Discuss noise insulation schemes	<ul style="list-style-type: none"> The Committee discussed the possibility of establishing a Working Group to prepare a committee position on a potential Perth Airport noise insulation scheme.
8. Other Business		<p>Cr Daw tabled correspondence relating to noise complaints.</p> <p>Mr Petersen distributed a copy of the 2008 ANEI and plans showing current SIDS and STARS for Perth Airport which can be discussed at the next meeting.</p>

**AIRCRAFT NOISE MANAGEMENT CONSULTATIVE COMMITTEE
(ANMCC)**

MINUTES OF MEETING [FINAL]

Chair:	Dr Peter Cock.	Date:	30 September 2009
Secretariat:	Katrina Finlen	Time:	10:00
Venue:	Meeting Room 1, Level 2, 2 George Wiencke Drive, Perth Airport.		

Attendance	
Airservices Australia	Lance Dale
Cannington Community Representative:	Phil Lipple
City of Belmont:	Phil Marks
City of Canning:	Gavin Ponton
City of South Perth:	Travis Burrows
City of Swan:	Steven Tan
Department for Planning and Infrastructure:	Carole Theobald
Department of Environment & Conservation:	John Macpherson
Member for Swan:	Steve Irons, Jonathan Martin
Perth Airport:	Nicolette Matchitt, Alana Pham
Shire of Kalamunda	Elizabeth Taylor
Shire of Mundaring:	Sharon Davies, Tony Anderson (Observer)
The Guildford Association:	Barbara Dundas, Ken Fletcher (Observer)
Apologies	
City of Gosnells:	Ross Wells
Federal Member for Hasluck:	Sharryn Jackson
Perth Airport:	Torb Petersen
Qantas Airways:	Andrew Sellick
Shire of Kalamunda:	David Tomlinson

Item	Action Items
Airservices Australia WARRP DVD	<ul style="list-style-type: none"> • AA to forward a copy of the amended DVD to Dr Cock for review. • Key points for committee, use of the term consult v inform and properly define role of committee. • Dr Cock to express views of committee. • Committee members to advise AA if they would like a copy of the WARRP DVD.
Engine Ground Run Information	<ul style="list-style-type: none"> • WAC to meet with Ms Taylor to discuss Engine Ground Running.
CASA Airspace Audit	<ul style="list-style-type: none"> • Dr Cock to continue to request a copy of the Airspace Audit Report from CASA.
ANMCC Terms of Reference	<ul style="list-style-type: none"> • A subcommittee is to be formed to discuss the terms of reference and protocol. • The Committee will include: <ul style="list-style-type: none"> - Elizabeth Taylor - Barbara Dundas - Phil Marks - Lance Dale - Peter Cock
Public Consultation	<ul style="list-style-type: none"> • The Committee has recommended the following groups for four consultation sessions: <ol style="list-style-type: none"> 1. Chidlow, Glen Forest, Stoneville, Helena Valley Estate (to be hosted by the Shire of Mundaring) 2. City of Canning 3. EMRC 4. PAMG • Desired outcomes and groups facilitating the meets as per information provided at meeting.
Airservices Australia Internal Aircraft Noise and Environmental Assessment regarding the WARRP	<ul style="list-style-type: none"> • WAC to formally request a copy of the environmental assessment from AA. • Mr Dale advised they are in the process of getting approval to release a copy of the environmental assessment.
Noise Monitor Locations	<ul style="list-style-type: none"> • Mr Dale advised the two sites put forward by the committee were not suitable for noise monitors. • AA are completing a full review of noise monitors within the Perth area in January. • Dr Cock advised that the committee should have input into this review, including defining scope and outcomes. • Committee agreed that review of monitors in Guildford should be undertaken as part of broader review. • Committee resolved that as a matter of urgency AA investigate putting temporary noise monitors in following locations as their earliest convenience: <ul style="list-style-type: none"> - Roleystone; - Chidlow; and - Stoneville

Item	Action Items
Friday Runway Works	<ul style="list-style-type: none"> • WAC to provide information to the committee on the Friday runway works and their impact of runway utilisation. • To be agenda item at next meeting. Noting it was scheduled as an agenda item for July 09 meeting but was pushed due to WARRP discussions.
Runway Overlay	<ul style="list-style-type: none"> • WAC to present information on the project, including how the community will be engaged. This will be provided at the next meeting.
Noise Insulation	<ul style="list-style-type: none"> • Noise Insulation will be included on the agenda at the next ANMCC meeting.
Access to Military Airspace	<ul style="list-style-type: none"> • Committee requested an indicative timeline from AA on the discussions regarding access to military airspace.
Improvements to Existing Flight Paths	<ul style="list-style-type: none"> • The Committee put forward Mr Tony Anderson's suggestions for flightpath changes to AA for their consideration. • Mr Dale to facilitate AA's review and response.
Sharon Davies	<ul style="list-style-type: none"> • Ms Davies advised that she is not running for council and will therefore no longer be on the ANMCC. • Mr Tan moved to have the committee acknowledge the contribution made by Ms Davies for the ANMCC.

AIRCRAFT NOISE MANAGEMENT CONSULTATIVE COMMITTEE (ANMCC)

MINUTES OF MEETING [FINAL]

Chair:	Dr Peter Cock.	Date:	22 July 2009
Secretariat:	Katrina Finlen	Time:	10:00
Venue:	Admin Board Room, Level 2, 2 George Wiencke Drive, Perth Airport.		

Attendance	
Airservices Australia	Richard Dudley, Lance Dale
Cannington Community Representative:	Phil Lipple
City of Belmont:	Phil Marks
City of Canning:	Gavin Ponton
City of Gosnells:	Ross Wells
City of Swan:	Steven Tan
Department for Planning and Infrastructure:	Michael Kennedy
Department of Environment & Conservation:	John Macpherson
Federal Member for Hasluck:	Sharryn Jackson
Member for Swan:	Jonathan Martin
Office of the Hon. Judi Moylan MP:	Judi Moylan, Jana Allan
Perth Airport:	Torb Petersen, Nicollette Matchitt, Alana Pham, Guy Thompson
Shire of Kalamunda	David Tomlinson
Shire of Mundaring:	Cr Sharon Davies
The Guildford Association:	Barbara Dundas

Agenda Item	Objective	Outcome
1. Apologies	Record of members who are not present.	No apologies were received.
2. Minutes	Review of previous minutes.	Minutes from meeting date 22 April 2009 were accepted with the following changes: 3.7 <u>Insert</u> "The sub-committee will report on this issue at the next meeting" replaced with "Sub-committee will report to the ANMCC following meetings of this subcommittee". 4. <u>Insert</u> A petition for 'Keeping the Peace Alive in the Hills'. (tabled by Conrad Natoli on behalf of Judi Moylan).

Agenda Item	Objective	Outcome
		<p>9.3 The presentation made by Mr Dale changed from 'well received' to 'received'.</p> <p>9.8 <u>Submissions on Developments</u></p> <p><u>Insert</u> The committee agreed that Dr Cock could write on its behalf to councils to object to any proposed property development not consistent with the SPP 5.1 Policy.</p> <p>9.9 <u>Noise Insulation for Houses</u></p> <p><u>Insert</u> Ms Dundas indicated she wished to discuss the issue of noise insulation for houses at an upcoming meeting.</p>
<p>3. Matters arising from the minutes.</p>	<p>Review of actions from previous meeting.</p>	<p>3.1 <u>Relocation of Noise Monitors</u></p> <p>The potential locations for the relocation of the noise monitors will be discussed with AA at AA Technical meeting next month.</p> <p>Mr Lipple advised that the issue needed a general review of all monitors and if they are located correctly.</p> <p>Ms Dundas agreed, however she would still like the Guildford area reviewed.</p> <p>Mr Dudley advised he would be happy to take on board both issues.</p> <p>3.2 <u>Herring & Storer Report</u></p> <p>Mr Petersen advised that there had been no progress on this issue as more data needed to be collected. Action: Mr Petersen (ongoing)</p> <p>3.3 <u>Implementation of SPP 5.1</u></p> <p>A letter regarding SPP 5.1 has been sent to Minister John Day. Dr Cock advised he would follow up with Andrew Montgomery regarding the letter sent in January 2009. Action: Dr Cock</p> <p>3.4 <u>Aircraft Take Off Profile & Emissions</u></p> <p>The sub-committee had not met since the last ANMCC meeting. Need to identify assistance AA can provide in relation to determining the relative impacts of intersection and full length departures. Then refer to sub-committee for appropriate action. Action: Sub-Committee (ongoing)</p>

Agenda Item	Objective	Outcome
4. Correspondence	Discuss any correspondence in relation to ANMCC.	<p>It was resolved that complaints brought by committee representatives on the committee could be tabled for review by committee members, however there was insufficient time to address at meetings.</p> <p>The complaints were provided to AA to assist in their preparation for the presentations at the technical meeting next month.</p> <p>Complaints were tabled by:</p> <ul style="list-style-type: none"> • Judi Moylan, Federal Member for Pearce • Sharon Davies, Shire of Mundaring • David Tomlinson, Shire of Kalamunda • Sharryn Jackson, Federal Member for Hasluck
5. Noise & Flight Path Monitoring Report.	Review and discuss the NFPM report.	<p>The report for October – December 2008 and January – March 2009 was reviewed.</p> <p>Ms Davies requested that figures and maps have suburbs included on them.</p> <p>WAC investigated if their licence will allow them to distribute a copy of the Standard, and are prohibited from distributing copies of any Standard. No further action required.</p>
6. Monthly Aircraft Noise Complaints Data	Review and discuss any anomalies within the report	<p>6.1 The report for the April – June 2009 period was reviewed.</p> <p>6.2 Ms Dundas queried what the column heading 'Health' represented. Mr Dudley advised that this referred to when the complainant specifies that it was affecting their health. Ms Dundas requested that callers be advised of the categories such as 'Health' when making a complaint. Mr Dudley advised that this would be leading to the caller.</p> <p>6.3 Mr Petersen to liaise with AA to provide a plot of landing aircraft and their position over Bellevue. Mr Petersen advised that this work is complete and will present later in the meeting.</p> <p style="text-align: right;">Action: Mr Petersen</p>
7. Engine Ground Run (EGR) Report.	Review and discuss the EGR Report.	The report for January, February and March 2009 was reviewed.
8. Strategy Implementation.	Review Progress of Strategies.	<p>The committee reviewed the Strategy Implementation table and the following items were noted:</p> <p><u>1.2 Actively monitor SPP 5.1 Policy Implementation</u></p> <p>WAC has sent a letter regarding SPP 5.1 to Minister John Day.</p> <p>No further action required.</p>

Agenda Item	Objective	Outcome
		<p><u>7. Inform existing and prospective owners of properties of aircraft noise impacts</u></p> <p>Ms Finlen advised that they are currently liaising with the Director of Communication at REIWA in relation to getting the Aircraft Noise brochure on the REIWA website and distributed to all real estate agents.</p> <p style="text-align: right;">Action: Ms Finlen</p>
<p>9. ANEF Presentation</p>		<p>Guy Thompson made a Master Plan Consultation, ANEF Presentation to the committee.</p> <p>WAC to forward a copy of the presentation to the committee.</p> <p style="text-align: right;">Action: Ms Finlen</p>
<p>10. Other Business.</p>	<p>Other items to discuss that was not included in the agenda.</p>	<p><u>10.1 Noise Complaint Survey</u></p> <p>Dr Cock advised that he is waiting on some detailed analysis from AA prior to determining an action on this project.</p> <p style="text-align: right;">Action: Dr Cock</p> <hr/> <p><u>10.2 WA Route Review Project (WARRP)</u></p> <p>AA are holding a technical meeting in August. Committee members queried if AA would be willing to address the public about the WARRP, and it was advised that AA would only be addressing the committee at this meeting.</p> <p>Dr Cock asked the committee to provide feedback on what the level of consultation should be and what they believe to be the key outcomes that the community would expect.</p> <p style="text-align: right;">Action: Committee Members</p> <p>Mr Lipple queried if the ANMCC was a standard committee, and if it is established under a legislation. Dr Cock advised it was formed as part of a commitment within the Perth airport Master Plan, there are terms of reference available on the website.</p> <p>Mr Dale sent a copy of the WARRP Changes and Noise Complaints presentation to committee members. No further action required.</p> <hr/> <p><u>10.3 ANMCC Minutes</u></p> <p>The ANMCC minutes are now available on the website and minutes will be sent out in draft form to committee members following a meeting. No further action required.</p>

Agenda Item	Objective	Outcome
		<p data-bbox="727 232 1046 259"><u>10.4 National Green Paper</u></p> <p data-bbox="727 293 1326 349">WAC forwarded a link to the National Green Paper to the committee. No further action required.</p> <p data-bbox="727 412 1214 439"><u>10.5 Department of Transport Restructure</u></p> <p data-bbox="727 472 1353 551">WAC forwarded information regarding the restructure of the Department of Transport to committee members. No further action required.</p> <p data-bbox="727 613 1110 640"><u>10.6 Noise Insulation for Houses</u></p> <p data-bbox="727 674 1358 752">Ms Dundas indicated she wished to discuss the issue of noise insulation for houses at an upcoming meeting. This will be included on the next meetings agenda.</p>

**AIRCRAFT NOISE MANAGEMENT CONSULTATIVE COMMITTEE
(ANMCC)**

MINUTES OF MEETING [FINAL]

Chair:	Dr Peter Cock.	Date:	22 April 2009
Secretariat:	Katrina Finlen	Time:	10:00
Venue:	Admin Board Room, Level 2, 2 George Wiencke Drive, Perth Airport.		

Attendance	
Perth Airport:	Torb Petersen, Nicollette Matchitt.
Department of Environment & Conservation:	John Macpherson
City of Gosnells:	Bill Ellis
City of Swan:	Steven Tan
Department for Planning and Infrastructure:	Michael Kennedy
Office of the Hon. Judi Moylan MP:	Conrad Natoli
Shire of Mundaring:	Cr Sharon Davies
The Guildford Association:	Barbara Dundas
Cannington Community Representative:	Phil Lipple
Airservices Australia	Lance Dale
City of Belmont:	Phil Marks
Member for Swan:	Jonathan Martin
Federal Member for Hasluck:	Sharryn Jackson

Agenda Item	Objective	Outcome
1. Apologies	Record of members who are not present.	Apologies received from: <ul style="list-style-type: none"> • Ross Wells (City of Gosnells) • David Tomlinson (Shire of Kalamunda) • Andrew Sellick (Qantas)
2. Minutes	Review of previous minutes.	Minutes from meeting date 21 January 2009 were accepted as a true and accurate record of the meeting.

Agenda Item	Objective	Outcome
<p>3. Matters arising from the minutes.</p>	<p>Review of actions from previous meeting.</p>	<p><u>3.1 Relocation of Noise Monitors</u></p> <p>Ms Dundas advised of two potential locations for the relocation of the noise monitors. These were:</p> <p>Site 1: Lot 78 Helena Street, Guildford (City of Swan drainage reserve).</p> <p>Site 2: A small park in Queens Road, South Guildford.</p> <p>Mr Dale advised that WAC should write to AA and request a review and/or changes to the location of noise monitors.</p> <p>Dr Cock advised he would formally approach AA and request a review.</p> <p style="text-align: right;">Action: Dr Cock</p> <p><u>3.2 Aircraft Noise and its Effects Brochure</u></p> <p>The Aircraft Noise and its Effects Brochure have now been printed and delivered to WAC. Committee members can contact Ms Finlen if they would like any brochures.</p> <p>No further action is required.</p> <p><u>3.3 Herring & Storer (H&S) Report</u></p> <p>Mr Petersen met with Herring & Storer and it was identified that the lack of base data regarding engine ground runs, meant that the report was based on extrapolation of take off data to estimate engine ground running values. Therefore Mr Petersen needs better base data. Mr Petersen will keep the committee informed.</p> <p style="text-align: right;">Action: Mr Petersen (ongoing)</p> <p><u>3.4 Implementation of SPP 5.1</u></p> <p>Dr Cock had written up a letter regarding SPP 5.1 to be sent to Minister John Day, this letter will be sent out today. Dr Cock advised he would follow up with Andrew Montgomery regarding the letter sent in January 2009.</p> <p style="text-align: right;">Action: Dr Cock</p> <p><u>3.5 AA Complaints Data</u></p> <p>A link to the Airservices Australia website has been uploaded onto the Perth Airport website.</p> <p>No further action is required.</p>

Agenda Item	Objective	Outcome
		<p><u>3.6. Guildford Grammar's Request to join ANMCC</u></p> <p>Mr Petersen and Dr Cock met with Ric Palmer from Guildford Grammar, and they no longer feel the need to join the Committee.</p> <p>No further action is required.</p> <p><u>3.7 Aircraft Take Off Profile & Emissions</u></p> <p>A sub-committee consisting of Dr Cock, Mr Petersen, Ms Dundas, Mr Macpherson and a phone in from Mr Sellick, met following the ANMCC meeting regarding to review the full length take-off issues. Dr Cock advised that Qantas are happy to be involved, and would require the input and assistance of AA. Sub-committee will report to the ANMCC following meetings.</p> <p>Action: Sub-Committee (ongoing)</p>
4. Correspondence	Discuss any correspondence in relation to ANMCC.	<p>The following correspondence was discussed:</p> <ul style="list-style-type: none"> • An email from Dr Cock to AA regarding their involvement with the Perth Airport Noise Management Consultative Committee. • A noise complaint letter to AA from Linda Wilson regarding flight path/aviation noise over Bickley, Kalamunda and surrounding areas. • An email from Dr JT Schoombee to WAC regarding increased aircraft noise over Dalkeith. <p>The following correspondence was also tabled at the meeting and will be distributed to the committee with the minutes:</p> <ul style="list-style-type: none"> • An email from John Daw to Mundaring Shire Council regarding small aircraft noise vibration over Chidlow WA. (tabled by Sharon Davies) • A copy of an article from the Hills Gazette (10 April 2009) regarding plane noise over Glen Forrest. (tabled by Sharon Davies) • A petition for 'Keeping the Peace Alive in the Hills'. (tabled by Conrad Natoli on behalf of Judi Moylan). WAC forwarded a copy to AA for their review on 23 April 2009 <p>Action: Dr Cock</p>
5. Noise & Flight Path Monitoring Report.	Review and discuss the NFPM report.	<p>The report for July – September 2008 (PH08Q3) was reviewed.</p> <p>WAC put Webtrack link onto Perth Airport website</p> <p>No further action is required.</p> <p>WAC to investigate if their licence will allow them to distribute a copy of the Standard AS 2021 – Acoustics Aircraft Noise Intrusion.</p> <p>Action: Ms Finlen</p>

Agenda Item	Objective	Outcome
6. Monthly Aircraft Noise Complaints Data	Review and discuss any anomalies within the report	<p>6.1 The report for the December 2008 – March 2009 period was reviewed.</p> <p>6.2 WAC forwarded the contact number to register noise complaints to Ms Davies</p> <p>No further action is required.</p> <p>6.3 Mr Petersen to liaise with AA to provide a plot of landing aircraft and their position over Bellvue. Mr Petersen advised that this was a work in progress.</p> <p style="text-align: right;">Action: Mr Petersen</p>
7. Engine Ground Run (EGR) Report.	Review and discuss the EGR Report.	The report for October, November and December 2008 was reviewed.
8. Strategy Implementation.	Review Progress of Strategies.	<p>The committee reviewed the Strategy Implementation table and the following items were noted:</p> <p><u>1.2 Actively monitor SPP 5.1 Policy Implementation</u></p> <p>WAC to send letter to relevant Minister.</p> <p style="text-align: right;">Action: Dr Cock</p> <p><u>7. Inform existing and prospective owners of properties of aircraft noise impacts</u></p> <p>WAC to provide REIWA with education materials about Noise.</p> <p style="text-align: right;">Action: Dr Cock</p>
9. Other Business.	Other items to discuss that was not included in the agenda.	<p><u>9.1 Aircraft Noise and Health Presentation</u></p> <p>WAC forwarded Mr Macpherson's presentation regarding aircraft noise and health from ICEN 2008 and the DEC Community Survey to all committee members.</p> <p>No further action is required.</p> <p><u>9.2 Noise Survey</u></p> <p>Mr Macpherson forwarded a list of potential organisations that could assist with the noise survey. Dr Cock advised he would provide a brief to the committee before it is sent out to the chosen company.</p> <p style="text-align: right;">Action: Dr Cock</p>

Agenda Item	Objective	Outcome
<p>9. Other Business cont.</p>	<p>Other items to discuss that was not included in the agenda.</p>	<p><u>9.3 WA Route Review Project</u></p> <p>Following on from correspondence tabled at the committee meeting regarding noise complaints, Dr Cock advised that he had been liaising with AA about getting a noise expert to come and meet with the committee.</p> <p style="text-align: right;">Action: Dr Cock</p> <p>Mr Dale made a presentation to the committee about WARRP Changes and Noise Complaints.</p> <p>The Committee would like to see a similar presentation, but would like the plans to include more specific information about suburbs.</p> <p>Mr Dale is to send a copy of the presentation to all committee members.</p> <p style="text-align: right;">Action: Mr Dale.</p> <p>The Committee agreed that people reasonably affected need to be notified of changes to flight paths.</p> <p>Mr Tan suggested the committee put forward a submission requesting that AA advise us when there is a change to flight paths.</p> <p>The Committee expressed their concern over the lack of information available and resolved to request the following information from AA:</p> <ul style="list-style-type: none"> • The need for information on the track changes – Lance gave a presentation which was received, but it needed information such as suburbs on the maps presented; • An assessment of the noise levels that will result from the track changes - within the metro area, not just the 15mile radius. These to be presented in a format understandable by the Committee; • Active participation by Airservices in a study of noise complainants; and • Attendance and active engagement by Airservices Noise unit in quarterly Perth Airport Noise Management Consultative Committee meetings. <p><u>9.4 ANMCC Minutes</u></p> <p>The Committee agreed that they are happy for minutes from the ANMCC meeting to be published on the WAC website.</p> <p>Mr Lipple advised that he would like the non-approved minutes to be distributed for review earlier.</p> <p style="text-align: right;">Action: Ms Finlen</p>

Agenda Item	Objective	Outcome
		<p data-bbox="740 253 1059 286"><u>9.5 National Green Paper</u></p> <p data-bbox="740 315 1347 405">Mr Kennedy advised that the National Green Paper is available for viewing. WAC to forward a link to the National Green Paper to the committee.</p> <p data-bbox="1158 434 1378 468">Action: Ms Finlen</p> <p data-bbox="740 517 1227 551"><u>9.6 Department of Transport Restructure</u></p> <p data-bbox="740 580 1378 696">Mr Kennedy advised that in July 2009 the Department of Transport will be going through a restructure. WAC will forward more information regarding the restructure to committee members.</p> <p data-bbox="1158 696 1378 730">Action: Ms Finlen</p> <p data-bbox="740 781 1214 815"><u>9.7 Noise Contour Update Presentation</u></p> <p data-bbox="740 844 1358 934">Mr Petersen gave the committee a Noise Contour Update. WAC to forward a copy of the presentation to committee members.</p> <p data-bbox="1158 934 1378 967">Action: Ms Finlen</p> <p data-bbox="740 1048 1161 1081"><u>9.8 Submissions on Developments</u></p> <p data-bbox="740 1111 1347 1200">The committee agreed that Dr Cock could write on its behalf to councils to object to any proposed property development not consistent with the SPP 5.1 Policy.</p> <p data-bbox="740 1252 1126 1285"><u>9.9 Noise Insulation for Houses</u></p> <p data-bbox="740 1314 1378 1375">Ms Dundas indicated she wished to discuss the issue of noise insulation for houses at an upcoming meeting.</p>

AIRCRAFT NOISE MANAGEMENT CONSULTATIVE COMMITTEE (ANMCC)

MINUTES OF MEETING [FINAL]

Chair:	Dr Peter Cock.	Date:	21 January 2009
Secretariat:	Katrina Finlen	Time:	10:00
Venue:	Admin Board Room, Level 2, 2 George Wiencke Drive, Perth Airport.		

Attendance	
Perth Airport:	Torb Petersen, Nicollette Matchitt.
Department of Environment & Conservation:	John Macpherson
City of Gosnells:	Bill Ellis
City of Swan:	Steven Tan
Federal Member for Swan:	Steve Irons MP
Office of the Hon. Judi Moylan MP:	Conrad Natoli
Department of Planning and Infrastructure:	Carole Theobald
Shire of Mundaring:	Cr Sharon Davies
The Guildford Association:	Barbara Dundas
Airservices Australia	Wally Civitico

Agenda Item	Objective	Outcome
1. Apologies	Record of members who are not present.	Apologies received from: <ul style="list-style-type: none"> • Travis Burrows (City of South Perth) • Sharryn Jackson (Federal Member for Hasluck) • Ross Wells (City of Gosnells) • David Tomlinson (Shire of Kalamunda) • Andrew Sellick (Qantas) • Phil Lipple (Cannington Community Representative)
2. Minutes	Review of previous minutes.	Minutes from meeting date 11 September 2008 were accepted as a true and accurate record of the meeting.

Agenda Item	Objective	Outcome
<p>3. Matters arising from the minutes.</p>	<p>Review of actions from previous meeting.</p>	<p><u>3.1 Relocation of Noise Monitors</u></p> <p>Ms Dundas to provide a list of addresses and areas of preferred locations for the noise monitors. Action: Ms Dundas.</p> <p><u>3.2 Aircraft Noise and its Effects Brochure</u></p> <p>Perth Airport will pay for the brochures to be printed, Mr Macpherson will organise printing and invoice WAC for the cost of printing the brochures Action: Mr Macpherson.</p> <p><u>3.3 Herring & Storer (H&S) Report</u></p> <p>The comments have been sent to Herring & Storer, and Mr Peterson will report back at the next meeting. Action: Mr Petersen & Mr Macpherson (ongoing).</p> <p><u>3.4 Implementation of SPP 5.1.</u></p> <p>Letter regarding SPP 5.1 sent to DPI, and we are awaiting their response.</p> <p>Committee suggested sending the letter to a Minister for their review. Action: Dr Cock</p> <p><u>3.5 ASA Complaints Data</u></p> <p>A link to the Airservices Australia website will be uploaded onto the Perth Airport website. Action: Ms Finlen</p> <p><u>3.6. Guildford Grammar's Request to join ANMCC</u></p> <p>Mr Petersen and Dr Cock met with Ric Palmer from Guildford Grammer and report back at the next meeting Action: Mr Petersen & Dr Cock</p> <p><u>3.7 Aircraft Take Off Profile & Emissions</u></p> <p>A sub-committee consisting of Dr Cock, Mr Petersen, Ms Dundas, Mr Macpherson and a phone in from Mr Sellick, met following the ANMCC meeting regarding to review the full length take-off issues, and will report back at the next meeting. Action: Dr Cock & Mr Petersen</p>

Agenda Item	Objective	Outcome
4. Correspondence	Discuss any correspondence in relation to ANMCC.	No correspondence to discuss.
5. Noise & Flight Path Monitoring Report.	Review and discuss the NFPM report.	<p>The report for April – June 2008 (PH08Q2) was reviewed.</p> <p>Mr Petersen showed committee members the Webtrack site. The site can track flight activity, along with information about each aircraft.</p> <p>WAC to put Webtrack link onto Perth Airport website Action: Ms Finlen</p> <p>WAC to send a copy of the Standard AS 2021 – Acoustics Aircraft Noise Intrusion to the committee. Action: Ms Finlen</p>
6. Monthly Aircraft Noise Complaints Data	Review and discuss any anomalies within the report	<p>6.1 The report for the August – November 2008 period was reviewed.</p> <p>6.2 WAC to forward the contact number to register noise complaints to Ms Davies Action: Ms Finlen</p> <p>6.3 Ms Dundas requested fridge magnets be made up, as an easier way to access the contact number to register noise complaints. Mr Irons advised he would investigate.</p> <p>6.4 Committee suggested making some enquiries to Qantas and see if they have changed their operational procedure.</p> <p>Mr Civitico advised that there had been no change</p> <p>6.5 TP to liaise with AA to provide a plot of landing aircraft and their position over Bellvue. Action: Mr Petersen</p>
7. Engine Ground Run (EGR) Report.	Review and discuss the EGR Report.	<p>The report for July, August and September (Third Quarter 2008) was reviewed.</p> <p>Mr Petersen spoke to John Macleod about an increase in NO REPORT events, who is addressing the issue.</p>

Agenda Item	Objective	Outcome
8. Strategy Implementation.	Review Progress of Strategies.	<p>The committee reviewed the Strategy Implementation table and the following items were noted:</p> <p><u>1.2 Actively monitor SPP 5.1 Policy Implementation</u></p> <p>WAC to send letter to relevant Minister. Action: Dr Cock</p> <p><u>7. Inform existing and prospective owners of properties of aircraft noise impacts</u></p> <p>WAC to provide REIWA with education materials about Noise. Action: Dr Cock</p>
9. Other Business.	Other items to discuss that was not included in the agenda.	<p><u>9.1 Aircraft Noise and Health Presentation</u></p> <p>Mr Macpherson made a presentation to committee members regarding aircraft noise and health from IC BEN 2008 and the DEC Community Survey. WAC will forward a copy of the presentation to all committee members. Action: Ms Finlen</p> <p><u>9.2 Noise Survey</u></p> <p>WAC is concerned about the number of complaints received in relation to noise levels. Dr Cock proposed that WAC engage an impartial group (i.e. University) to approach groups on behalf of the ANMCC and conduct a noise survey to understand why there is an increase in noise complaints.</p> <p>Dr Cock will put a proof together and submit it to the committee at a future meeting. Action: Dr Cock</p> <p><u>9.3 Minutes for ANMCC Meetings</u></p> <p>Minutes recorded for the ANMCC meetings will now be action orientated.</p> <p><u>9.4 Helipad in a Residential Area</u></p> <p>Mr Macpherson advised he is assessing an application for a helipad in a residential area. Mr Civitico mentioned that AA would be very interested in the application, he also advised that the applicant would need to make an application to CASA.</p>

Agenda Item	Objective	Outcome
<p>9. Other Business cont.</p>	<p>Other items to discuss that was not included in the agenda.</p>	<p><u>9.5 Extension of Night Training Hours</u></p> <p>WAC advised that night training hours would be extended to 23.00 hours WDST for the remainder of the day-light saving period. Committee will be kept informed of future changes.</p> <p><u>9.6 Monitoring of Daylight Savings Impact on Aircraft</u></p> <p>Mr Petersen will cease monitoring as results showed daylight savings has no impact on aircraft movement distribution between 00:00 and 04:00 hours.</p>

AIRCRAFT NOISE MANAGEMENT CONSULTATIVE COMMITTEE (ANMCC)
MINUTES OF MEETING [FINAL]

Chair:	Dr Peter Cock.	Date:	11 September 2008
Secretariat:	Katrina Finlen	Time:	10:00
Venue:	Admin Board Room, Level 2, 2 George Wiencke Drive, Perth Airport.		

Attendance

Perth Airport:	Torb Petersen, Nicollette Matchitt.	Member for Swan:	Jonathan Martin
Bellevue Action Group:	Nicholas Heidl.	Shire of Kalamunda:	David Tomlinson
City of Belmont:	Phil Marks.	Shire of Mundaring:	Sharon Davies.
City of Gosnells:	Ross Wells.	DEC:	John Macpherson.
City of Swan:	Steven Tan.	Office of the	Simone Smith.
DPI:	Greg Green.	Hon. Judi Moylan MP:	

Agenda Item	Objective	Outcome
1.0 Apologies	Record of members who are not present.	Apologies received from: - Dr Michael Lekias JP (City of Canning) - Lance Dale (Airservices Australia) - Phil Lipple (Cannington Community Representative) - Steve Irons MP (Federal Member for Swan) - Barbara Dundas (The Guildford Association)
2.0 Minutes	Review of previous minutes.	Minutes from meeting date 10 June 2008 was accepted with changes made to the following: - Item 6: Mr Macpherson does know what the acronym "LAeq" stands for and the minutes will be adjusted accordingly. - Mr Tan asked if the acronym for Airservices Australia could consistently be referred to as 'AA' to avoid confusion.

Agenda Item	Objective	Outcome
<p>3.0 Matters arising from the minutes.</p>	<p>Review of actions from previous meeting.</p>	<p>3.1. Relocation of Noise Monitors</p> <ul style="list-style-type: none"> ▪ Mr Petersen tabled the draft letter for the request of noise monitors relocation in Guildford. Committee members to review letter and provide feedback at next meeting. Action: All. ▪ Ms Dundas to provide a list of addresses and areas of preferred locations for the noise monitors. Action: Ms Dundas. <p>3.2. Aircraft Noise and its Effects brochure</p> <ul style="list-style-type: none"> ▪ The letter from the Committee for Councils outlining the need for the funds did not go out. Perth Airport will pay for the brochures to be printed. ▪ Dr Cock will liaise with Mr Macpherson re the printing of the brochures. Action: Mr Macpherson & Dr Cock. <p>3.3. Perth Airport Group Meetings Extract from last meeting minutes: "Due to the number of group meetings regarding Perth Airport, such as the Perth Airport Advisory Committee, Major Tenants Environment Forum, Aircraft Noise Management Consultative Committee etc. The Perth Airport Team is considering the appropriateness and interaction of these groups. Mr Jackson will give an update on how this is progressing"</p> <p>Dr Cock informed the Committee that Mr Jackson will no longer be joining the ANMCC. Dr Cock will further review the consolidation of meetings and what is to be achieved with the Committee. Resolution on this matter is estimated to be in 6 to 12 months.</p> <p>3.4. Herring & Storer (H&S) Report</p> <ul style="list-style-type: none"> ▪ Mr Macpherson was concerned with the lack of worst case scenarios in the H&S report that was presented in February. Mr Petersen has communicated with Mr Macpherson via email on this matter. ▪ Mr Petersen and Mr Macpherson will raise the issues with H&S. ▪ Mr Petersen will discuss this at a later date. Action: Mr Petersen & Mr Macpherson (ongoing).

Agenda Item	Objective	Outcome
		<p><u>3.5 Implementation of SPP 5.1</u></p> <ul style="list-style-type: none"> ▪ Dr Cock distributed a copy of the to DPI to committee members ▪ Committee members reviewed the letter and suggested changes, Dr Cock will amend the letter to reflect these changes ▪ Dr Cock will forward a copy of the letter to Ms Dundas ▪ Dr Cock asked committee members to provide any additional feedback to him. <p>Action: Dr Cock.</p> <p><u>3.6 ASA Complaints Data</u></p> <p>Data to be posted on the Perth Airport website for information. Item to be carried over as Mr Dale is not present.</p> <p>Action: Mr Dale.</p> <p><u>4. Guildford Grammar's Request to join ANMCC</u></p> <p>Mr Petersen and Dr Cock will continue to try and arrange a meeting with Mr Palmer.</p> <p>Action: Mr Petersen & Dr Cock to arrange meeting with Mr Palmer.</p> <p><u>5. Aircraft Take Off Profile & Emissions</u></p> <p>The Committee agreed that a small sub-committee should be formed for the ANMCC to review the full length take-off issues, and should be broader than just Ms Dundas and Mr Macpherson.</p> <p>Action: Dr Cock</p>

Agenda Item	Objective	Outcome
		<p>6 Monthly Aircraft Noise Complaints Data</p> <ul style="list-style-type: none"> ▪ There was a general discussion about how WAC deals with complaints ▪ Ms Matchitt advised the process for noise complaints was to immediately refer the complaint (through both the website and telephone queries) to AA's website and contact number. ▪ Ms Matchitt advised that noise complaints were a priority <p>7 <u>Odours of Aircraft Fumes</u> It was confirmed that all complaints made were immediately referred to AA's website and contact number. No further action required.</p>
4.0 Correspondence	Discuss any correspondence in relation to ANMCC.	No correspondence to discuss.
5.0 Noise & Flight Path Monitoring Report.	Review and discuss the NFPM report.	<p>5.1 Issue raised in relation to radar and transponders. Mr Petersen advised that all RPT transponders are to be active, and aircraft will not be allowed to fly without them.</p> <p>5.2 Committee suggested that Perth Airport ask AA what percentage of aircraft fly without a transponder and for how long. Action: Dr Cock and Mr Petersen</p>
6.0 Monthly Aircraft Noise Complaints Data	Review and discuss any anomalies within the report	<p>6.1 The report for the May – July 2008 period was reviewed.</p> <p>6.2 The report presented normal figures for the month of May</p> <p>6.3 Mr Macpherson confirmed that you can't judge the extent of the noise issues by the number of complaints</p> <p>6.4 Mr Heidl advised that his personal experience is that the noise has considerably increased. He feels at his house the planes are coming in lower, and the need to look at landings in terms of height.</p>

Agenda Item	Objective	Outcome
		<p>6.5 Mr Petersen advised that the landing system at the airport has been in place for 30 years, and aircrafts approach on a visual or instrumental landing system at a 3 degree angle. If the landing is lower, there is an error, as there had been no change in operational procedure.</p> <p>6.6 Mr Petersen also advised that more aircraft had been using that runway which may be why there has been an increase in noise levels.</p> <p>6.7 Committee suggested making some enquiries to Qantas and see if they have changed their operational procedure Action: Dr Cock and Mr Petersen</p> <p>6.8 AA can track through the transponders to see what height the aircraft are landing Action: Mr Dale</p> <p>6.9 Mr Macpherson said that people need to be informed when buying a house in a noisy area, and these areas need to be better publicised.</p> <p>6.10 Committee members noted an increase in helicopter noise in the Chidlow and Warwick areas.</p> <p>6.11 Mr Green also advised that he had received complaints as well from the Warwick area, and said it would probably be from the military, and suggested we call and enquiry with Pearce. Action: Dr Cock</p>
7.0 Engine Ground Run (EGR) Report.	Review and discuss the EGR Report.	Mr Macpherson observed that there was an increase in NO REPORT events. Mr Petersen said he would talk to John Macleod about the issue. Action: Mr Petersen
8.0 Strategy Implementation.	Review Progress of Strategies.	<p>The committee reviewed the Strategy Implementation table and the following items were noted:</p> <p><i>1.1 Initiate a review by DPI regarding the operation and implementation of SPP 5.1</i> This item was discussed in the meeting. Refer to item 3.2.</p> <p><i>3.1 Produce ANEF, ANEI, N65 etc Plans</i> Perth Airport is in the process of putting together the Annual Environment Report – all data has been loaded.</p> <p><i>3.3 Provide advice through the Master Plan consultation process</i> The Perth Airport Master Plan is to be reviewed for next year. A preliminary consultation meeting has been scheduled for 14 October 2008.</p>

Agenda Item	Objective	Outcome
		<p>5.1 Produce NFPM reports AA produced this report</p> <p>6. Review <i>through a consultative environmental assessment process</i> Mr Petersen advised that a review process is almost complete. AA will provide a link for the new website to committee members when available.</p>
9.0 Other Business.	Other items to discuss that was not included in the agenda.	<p>9.1 Mr Macpherson attended a conference on noise as a public health problem, and the health affects of noise. He will make a presentation to the committee about the information presented.</p> <p>9.2 Mr Green advised the he will be bringing another representative to the next ANMCC as they will be taking over his role</p> <p>9.3 Mr Petersen advised that a proposed group housing development in Bellevue (North side of Clayton Road) was rejected. An appeal was lodged and Perth Airport and DEC supported the tribunal – which was again rejected. Another application for an aged and dependent facility on the South side has been proposed.</p> <p>9.4 Perth Airport to let the committee know when the Terminal WA MDP becomes available. Action: Dr Cock</p>



**PERTH AIRPORT
AIRCRAFT NOISE MANAGEMENT CONSULTATIVE COMMITTEE**

FINAL MINUTES OF MEETING – WEDNESDAY 21 February 2008

PRESENT

Chairman
Cock, Peter Perth Airport

Members or Member's Representative:

Burrows, Travis	City of South Perth	McGrath, Karen	Office of Steve Irons MP
Dale, Lance	Airservices Australia	Petersen, Torb	Perth Airport
Delaney, John	Office of Sharryn Jackson MP	Reed, Mark	Office of Sharryn Jackson MP
Dundas, Barbara	The Guildford Association	Tan, Steven	City of Swan
Green, Greg	DPI	Tousa, Sarah	Perth Airport
Lipple, Phil	Cannington Community Representative	Wells, Ross	City of Gosnells
Macpherson, John	DEC		

The meeting opened at 10:15 am.

1. APOLOGIES

Apologies were received from:

Chadbourne, Amy	Office of Hon Judi Moylan MP	Jackson, Brett	Perth Airport
Chipman, Max	Airservices Australia	Marks, Cr Phil	City of Belmont
Coutinho, Marcel	Virgin Blue	Sellick, Andrew	Qantas Airways
D'Costa, Phil	DPI	White, David	Virgin Blue
Haselby, Cr Ian	City of South Perth		

2. MINUTES OF PREVIOUS MEETING – 21 November 2007

- 2.1 With exception to an amendment made in item 6.5.1 of the minutes were accepted as a true and accurate record of the meeting.

**Action
Required**



	Action Required
<p>3. MATTERS ARISING FROM THE MINUTES</p>	
<p>3.1 Mr Dale informed the Committee that the Noise Environment unit of Airservices will be producing the quarterly reports regarding the Aircraft Noise Enquiry Service (ANES). It is the intention of Airservices to enhance the report by means of extended pictorials with additional information.</p> <p>Ms Dundas requested for the decibel noise exposure to be included. Mr Dale to provide feedback from Airservices on Ms Dundas' request.</p>	<p>Mr Dale</p>
<p>3.2 Mr Dale advised that the relocation of noise monitors to the noisiest areas will require a formal written request from a committee or group. WAC to liaise with Mr Dale in writing the formal letter on behalf of the Committee. Letter to be reviewed at the next meeting.</p>	<p>Mr Petersen Mr Dale</p>
<p>3.3 DEC is unable to provide funding for the provision of 5000 printed copies of the brochure on Aircraft Noise and its Effects. The brochure is available on the DEC website but concern was raised by Ms Dundas for families and individuals who do not have access to the internet. The Committee agreed that both methods, printed and electronic copy, are effective in making the information available. It is proposed for DEC to provide to councils, requiring hard copies, a detailed cost for printing expense. Costing to be reviewed at the next meeting.</p>	<p>Ms Dundas Mr Macpherson</p>
<p>3.4 Due to the number of groups meeting regarding Perth Airport such as the Perth Airport Advisory Board, Major Tenants Environment Forum, Aircraft Noise Management Consultative Committee etc the Perth Airport Team is considering the appropriateness and interaction of these groups. Mr Jackson will give an update on how this is progressing.</p>	<p>Mr Jackson</p>
<p>4. CORRESPONDENCE</p>	
<p>4.1 Two letters addressed to Ms S.Jackson and Mr S.Irons inviting them to join the Committee have been sent.</p>	
<p><i>Agenda Item 8.0 – Engine Ground Run Acoustic Assessment commenced ahead of schedule</i></p>	
<p>8.0 PRESENTATION – WAC – ENGINE GROUND RUN ACOUSTIC ASSESSMENT</p>	
<p>8.1 Mr Petersen presented the EGR Acoustic Assessment, with the provision of hard copies of the report 'Assessment of Noise Emissions from Engine Ground Run Locations' produced by Herring Storer Acoustics.</p>	



	Action Required
<p>8.2 The report provides noise levels for aircraft types on each of the Engine Ground Running locations. Comparing the levels of noise emissions from run up locations against state regulations, Mr Petersen confirmed that the engine ground run location and aircraft used are acceptable in terms of local standards except for Location 5, which is used by smaller aircrafts and minimal engine ground runs completed resulting in a low noise impact from this location.</p>	
<p>8.3 Mr Macpherson brought attention to the lack of worst case scenarios being presented in the report, such as;</p> <ul style="list-style-type: none"> - At Location 1 if the Engine Ground Run exceeded 10 minutes at night the noise level may not comply. - North and West applies to residential that are less 100m away from main roads, what about residential more than 100m. Need to look at this in more detail. <p>Mr Macpherson and Mr Petersen committed to meet and formulate issues to be discussed with the consultant Herring Storer Acoustics.</p>	Mr Petersen
<p>5. NOISE AND FLIGHT PATH MONITORING REPORT (PH07Q3) JUL. TO SEP. 2007</p>	
<p>5.1 Mr Macpherson queried the continued use of Boeing 727, noting that it was the noisiest aircraft in commercial operation, and its number have not decreased over the years as expected</p>	
<p>5.2 Mr Petersen advised that Australian Air Express (operated by National Jet Systems) has replaced some of the B 727 aircraft with B 737 aircraft but mainly on the East coast runs. However, it is expected that the B727 on the east west run will be de-commissioned in 2010. It was noted that the B 727 aircraft operating at Perth are Chapter 3 compliant with the existing noise regulations, but it was noted that the B 727 aircraft is still one of the top noisiest aircraft around.</p>	
<p>5.3 Mr Macpherson further questioned the use of the Boeing 727. If the running of the aircraft exceeds 2010, what measures can WAC put in place.</p>	
<p>5.4 Mr Petersen responded that WAC was not able to regulate aircraft regarding noise which is the responsibility of the commonwealth Department of Infrastructure, however, Perth Airport may apply other strategies to impact aircraft operations such as differential charges for noisy aircraft, but reiterated that the B727 aircraft is compliant with current regulations and that WAC has no authority to direct activities of aircraft that comply with regulations.</p>	
<p>6. MONTHLY AIRCRAFT NOISE COMPLAINTS DATA – OCT. TO DEC. 2007</p>	
<p>6.1 Report noted and discussions undertaken.</p>	



**Action
Required**

7. ENGINE GROUND RUN REPORT – OCT. TO DEC. 2007

7.1 The following was noted from the review:

Month	Total EGR	Dispensation	EGR Complaints	Total Complaints
October 07	25	1	0	21
November 07	26	4	1	29
December 07	19*	1	0	46

7.2 Mr Petersen noted that the start and finish time for one of the October engine ground run dispensation time of 15 minutes was incorrect.

7.3 Mr Petersen noted that the report was incorrect for the total number of engine ground run for the month of December being 17; the actual number of runs was 19.

7.4 The average noise complaint per month is 21 to 22. In early November the major contributing factor to noise complaints was traffic from Jandakot Airport. In late October there was more engine ground runs recorded than usual.

7.5 December figures showed an increased in numbers of complaints, this was due to bad weather i.e. strong easterly winds. Suspect January and February to show the same increase.

7.6 In regards to Red Bull and Rally Australia no impact was evident.

9. STRATEGY IMPLEMENTATION

9.1 The committee reviewed the Strategy Implementation table, the following items were noted:

9.2 Action 1.1 – Mr Green is not able to confirm the availability of resource within DPI to carry out the review regarding the operation and implementation of SPP 5.1. Mr Green to refer item to DPI's Environment Unit.

9.3 Action 2.3 – Mr Macpherson noted that the implementation of the new procedures will take effect as of November 2008, not June 2008 as previously expected.

9.4 Action 4.1 – Acoustic study is completed, report has been provided by Herring & Storer. All comments are welcomed.

9.5 Action 7.1 – Refer to Item 3.3 Matters Arising from the Minutes. Committee need to review what is the best method and why.

9.6 Action 8.1 – Ms Dundas suggested the option for Local Governments to make noise complaints contact details available to the public e.g. in newspapers etc. Committee members to consider for next meeting.

Note

Mr Green

All



		Action Required
9.7	Action 8.3 – ASA complaints data to be post on the Perth Airport website for information.	Mr Dale
10.	OTHER BUSINESS	
10.0	Mr Petersen tabled a graph to aid in the discussion of day light savings.	
10.1	Mr Petersen noted that there was a huge increase in aircraft movements in 2006, which is more likely to be the result of growth in the resources industry. The monitoring of 2007 shows no implications or increases during the day light savings change over periods. The monitoring for day light savings will continue for a few more years.	Note
10.2	Ms Dundas raised concerns regarding aircraft fumes, and the body responsible for the managing of aircraft fumes.	
10.3	Mr Cock advised that it is an Environment issue for WAC, the information for complaints made to ASA will need to be retrieved by the caller and forwarded to WAC. The information will then be included in the Register of Environment Complaints. Ms Touse to send details of WAC Environment Manager to Ms Dundas	Ms Touse.(still awaiting response)
10.4	Ms Dundas tabled "Report of Guildford Association" from Sue Hart.	
10.5	Ms Dundas advised that the figures provided by Mr Sellick during his presentation at the last ANMCC meeting did not correspond with the figures previously provided by ASA.	
10.6	Ms Dundas noted that issues other than purely noise where being addressed in the Qantas presentation and queried the relevance of factors including economics of fuel costs in Mr Sellicks presentation on full length take off; noted this is a noise management committee aiming to reduce noise impacts and full length take off was one means of ameliorating/ reducing noise and health impacts.	
10.7	Ms Dundas proposed that the topic 'Aircraft Take-Off Profiles; Emissions' be put back on the table.	Ms Touse
10.8	Mr Dale advised that the previous ANES report only provided baseline information regarding noise. As noted in item 3.1, the Environment unit will be producing future reports and that it will not be focusing on noise issues only.	Note
10.9	Ms Dundas raised an issue regarding the impact on health for surrounding infrastructures such as schools.	
10.10	Mr Dale responded that it is not possible to quantify the effects of noise for individuals.	

The meeting closed at 12.10 pm.

The next meeting will be held on Tuesday 10 June 2008.



**PERTH AIRPORT
AIRCRAFT NOISE MANAGEMENT CONSULTATIVE COMMITTEE**

MINUTES OF MEETING – WEDNESDAY 21 November 2007

PRESENT

Chairman
Jackson, Brett Perth Airport

Members or Member's Representative:

Civitko, Walter	Airservices Australia	Marks, Phil	City of Belmont
Cock, Peter	Perth Airport	Petersen, Torb	Perth Airport
Daly, Mary	City of Canning	Popoff-Asotoff, Peter	DEC
Davies, Sharon	Shire of Mundaring	Sellick, Andrew	Qantas Airways
Devenish, Adrian	DPI	Tan, Steven	City of Swan
Ducas, Greg	City of Gosnells	Tomlinson, David	Shire of Kalamunda
Dundas, Barbara	The Guildford Association	Tousa, Sarah	Perth Airport

The meeting opened at 10:10 am.

1. APOLOGIES

Apologies were received from:

Best, James	City of South Perth	Macpherson, John	DEC
Chipman, Max	Airservices Australia	Wells, Ross	City of Gosnells
Henry, Stuart	Federal Member of Hasluck	White, David	Virgin Blue
Lekias, Mick	City of Canning		

Prior to Agenda Item 2, Mr Jackson introduced Mr Cock from Perth Airport as a new member of the committee. Mr Cock is the General Manager Corporate Risk for Perth Airport.

2. MINUTES OF PREVIOUS MEETING – 22 August 2007

2.1 The minutes were accepted as a true and accurate record of the meeting.

3. MATTERS ARISING FROM THE MINUTES

3.1 Presentation – Qantas – Aircraft Take-Off Profiles – Emissions is an agenda item and discussed below.

**Action
Required**



		Action Required
3.2	Mr Dale to advise regarding who will produce Aircraft Noise Enquiry Service reports to be discussed in next meeting – Carry over item.	Mr Dale
3.3	Ms Dundas awaiting response from Airservices Australia on relocation of noise monitors to the noisiest areas in community. Mr Civitko to pass request to Mr Dale.	Mr Civitko Ms Dundas
3.4	Ms Dundas asked if DEC can supply 5000 hard copies of the brochure on Aircraft Noise and its Effects, for distribution through councils, libraries and community groups. Mr Macpherson to report next meeting DEC's response.	Mr Macpherson Ms Dundas
3.5	Due to the number of groups meeting regarding Perth Airport such as the Perth Airport Advisory Board, Major Tenants Environment Forum, Aircraft Noise Management Consultative Committee etc the Perth Airport Team is considering the appropriateness and interaction of these groups. Mr Jackson will give an update on how this is progressing.	Mr Jackson
3.6	Matters regarding Noise and Flight Path Monitoring Report and Engine Ground Report are agenda items for discussed.	
4.	CORRESPONDENCE	
4.1	There was no correspondence to discuss.	
5.	PRESENTATION – QANTAS – AIRCRAFT TAKE-OFF PROFILES – EMISSIONS	
5.1	Mr Sellick gave his apologies for not being able to attend the previous meeting.	
5.2	The presentation was given in the form of a discussion with the main topic of discussion being the engine power settings for departures related to the runway length available. Engine thrust settings are established by a variety of parameters including the runway length available which means that a lower thrust setting is required for a full length runway departure compared with an intersection departure. The resultant take-off profile of the full length and intersection departures are therefore very similar with only a very marginal noise benefit.	
5.3	The Qantas aim regarding aircraft take-off profiles is to optimise aircraft operations whilst maintaining safety and minimising environmental impact.	
5.4	Mr Sellick advised that by using full length departures reduced the engine thrust requirement which puts less strain on the engine. However, using full length departure requires an additional taxing time and fuel burn.	
5.5	Intersection departures required a higher thrust setting but saved time and fuel burn on the ground. The engine thrust setting is determined by performance charts.	



**Action
Required**

- 5.6 Ms Dundas suggested that consideration of concerns regarding long term health impacts and how to reduce them should be a factor.
- 5.7 Mr Sellick noted that aircraft can start the take-off run at the end of runway but will still take off at a similar point along the runway and that the standard departure procedure at Perth is a noise abated procedure. Also the reasons behind reducing engine thrust are important and are done within safety boundaries and the noise benefit is only marginal, on average a reduction of about 1 decibel.
- 5.8 Mr Cock recommended for the committee to consider issues that relate to both the noise impact and environmental harm.

6. NOISE AND FLIGHT PATH MONITORING REPORT (PH07Q2) APR. TO JUN. 2007

- 6.1 Mr Petersen referred to page 14, 19, 20 and 31 of this report;
- 6.2 Jet arrivals track from the west indicates a large usage of the on southern approach compared to previous years.
- 6.2.1 Mr Civitko responded that the increase was due to the weather conditions.
- 6.3 Mr Petersen referred to bottom of page 19; highlighting the significant numbers of circuits carried out by General Aviation without landing at the airport.
- 6.4 In page 20, Mr Petersen questioned why runway 24 was left out.
- 6.4.1 Mr Civitko advised that runway 24 was left out at night due to wind shear and down wind. Runway 21 was nominated; decision was made based on experience.
- 6.5 Mr Petersen referred to page 31; the monitor in Guildford appeared to be out of action for a month.
- 6.5.1 Ms Dundas reported that the monitor is on a private property and owners of the property were fixing their garage. Relocation of the monitor is being considered.

7. MONTHLY AIRCRAFT NOISE COMPLAINTS DATA – JUL. TO SEP. 2007

- 7.1 Report noted and discussions undertaken.

8. ENGINE GROUND RUN REPORT – JUL. TO SEP. 2007

- 8.1 Mr Petersen noted that July was a good month. There were 4 dispensations issued for engine ground runs and there were no complaints related to those particular runs in July.



	Action Required
8.2 There was 1 "non-compliant" operation in the month of August.	
8.3 Ms Dundas enquired if Perth Airport has a process or procedure to prevent non-compliance. Mr Petersen responded that Perth Airport as a private company was not empowered to enforce any penalty; however, if an operator breached Commonwealth legislation then the Airport Environment Officer can take necessary action. The voluntary system is very successful with a high level of compliance.	
8.4 In September there was only one dispensation, no "non-compliant" engine ground runs and no complaints.	
8.5 Airservices data for 3 months is within range of normal complaints.	Note
9. ENGINE GROUND RUN ACOUSTIC ASSESSMENT	
9.1 As mentioned in the previous meeting Herring Storer was engaged by WAC to report on the engine ground running noise levels at the airport boundary. Mr Petersen advised on current outcome of monitoring.	
9.1.1 The low frequency of full power engine ground runs and equipment availability made it impossible to put a monitor in place to get sufficient data and alternate strategies to collect data have been employed.	
9.2 For the interim Herring Storer provided data that indicated current EGR location and procedure in place are relatively good. However, in certain circumstances marginal areas may exceed applicable noise levels.	
9.3 Regarding the level of early morning aircraft movements Mr Petersen advised that monitoring for this year will continue and the next quarterly Airservices Report will be able to have more input in regard to the impact of daylight savings.	
9.4 A final report by Herring Storer to be presented at next meeting.	Mr Petersen
10. STRATEGY IMPLEMENTATION	
10.0 The committee reviewed each item on the Strategy Implementation, the following items were noted:	Note
10.1 Action 4: Monitor and review aircraft engine ground running activity – ongoing.	
10.2 Action 5: Monitor and review the existing noise monitoring terminals – Airservices to continue progress on monitoring station 5.	



	Action Required
10.3 Action 6: Review through a consultative environmental assessment process any changes to airspace management procedures being undertaken by Airservices – progressing well and will be an ongoing action item.	
10.4 Action 7: Inform existing and prospective owners of properties of aircraft noise impacts – ongoing.	
11. OTHER BUSINESS	
11.0 Mr Civitko advised the committee of an increase in air traffic, resulting in delays which equates to more fuel burn in air and taxing time. A taxi slot procedure was put in place to cope with the increase. The taxi slot system reduced fuel burn from 40 minutes to 18 minutes, however, the taxi slot system is only a short term solution.	
11.0.1 Route review process has resulted in changes to the entire upper level route structure; this has been carried out to avoid airspace conflicts.	
11.0.2 With the new route structure in place, the number of aircraft affected on a daily basis is unknown. This is to be looked at environmentally; and urgency to implement the change is high in view of the level of growth.	
11.1 Ms Daly enquired on the closing down of weather stations and Mr Civitko responded that function of station was closed and added on ATC functions. However, it is not related to noise or environment, it is an operational issue.	
11.2 Mr Marks wanted to know how often the ANEI is produced. Mr Petersen confirmed that the report is produced annually.	
11.3 Ms Davies requested a copy of the ANEI. Mr Petersen to send a copy to Ms Davies.	Mr Petersen

The meeting closed at 11.50 am.

The next meeting will be held on Wednesday 21 February 2008.



**PERTH AIRPORT
AIRCRAFT NOISE MANAGEMENT CONSULTATIVE COMMITTEE**

WEDNESDAY 22 AUGUST 2007

PRESENT

Chairman
Jackson, Brett Perth Airport

Members or Member's Representative

Atkinson, Geoff	Perth Airport	Macpherson, John	DEC
Cuccaro, Tony	Shire of Mundaring	Maddaford, Barry	City of South Perth
Dale, Lance	Airservices Australia	Marks, Phil	City of Belmont
Devenish, Stuart	City of Canning	Petersen, Torb	Perth Airport
Dundas, Barbara	The Guildford Association	Wells, Ross	City of Gosnells
Kennedy, Michael	DPI	Wilkie, Kim	Member for Swan
Lipple, Phil	Cannington Community Rep		

The meeting opened at 10:05 am.

1. APOLOGIES

Apologies were received from:

Delle Donne, Joe	City of Canning	Moylan, Judi	Member for Pearce
Gaynor, Drew	DPI	Sellick, Andrew	Qantas Airways
Heidl, Nick	Bellevue Action Group	Tan, Steven	City of Swan
Leclesio, Raymond	The Guildford Association	Tomlinson, David	Shire of Kalamunda

2. MINUTES OF PREVIOUS MEETING – 18 May 2007

2.1 The minutes were accepted as a true and accurate record of the meeting.

3. MATTERS ARISING FROM THE MINUTES

3.1 All matters arising from the minutes are agenda items discussed below.

4. CORRESPONDENCE

4.1 A letter from the WAPC to the City of Swan (copy to WAC) with a decision to adopt the outline development plans for No. 127 and 128 James St, Guildford. Discussed under other business below.

5. PRESENTATION – BRETT JACKSON – WAC COMPANY STRUCTURE & BUSINESS PLAN

5.1 Mr Jackson presented this subject using power point slides. Refer to slides for details.

**Action
Required**



	Action Required
<p>5.2 Questions and discussion resulting from the presentation centred on the following:-</p> <p>5.2.1 WACs recent record of protecting aboriginal sites has been far from satisfactory. Stringent procedures are now in place to ensure sites are protected</p> <p>5.2.2 WACs planned car parking capacity in recent years has not met the demand brought about by the unpredicted high growth in aviation traffic.</p> <p>5.2.3 WAC are now planning for car park expansion to meet future demand ahead of time</p> <p>5.2.4 In discussions with DPI and Main Roads, modelling is nearly complete for a vehicle movement study. This will assist WAC to understand vehicle movements in the vicinity of the airport as well as movements in and out of the airport.</p> <p>5.2.5 Qantas will spend \$50m at their Terminal 2 facility, supported by \$20m of improvements in the domestic precinct funded by WAC.</p> <p>5.2.6 WAC and Qantas are both in agreement and fully aware that this upgrade of facilities is necessary now and will only meet existing and future needs for the next 5 to 7 years.</p> <p>5.2.7 WAC will have a decision soon of whether or not to consolidate domestic operations at Terminal 1. If the decision is to consolidate, it will take 2 years of planning and 3 years of construction, being complimentary with the 5 to 7 year time frame for the Qantas interim works at their current Terminal 2.</p> <p>5.2.8 Current indications are that the parallel runway will be needed when current aircraft movements double. This could be in about 20 years. New forecasting and runway capacity modelling will be closely looked at in the preparation of the next Master Plan.</p> <p>5.2.9 Passenger movements are growing faster than aircraft movements, caused by airline operators using larger aircraft. This is particularly true of the "fly-in, fly-out" market. This market is not very profitable. It is 40% of total movements but only 5% of passengers.</p> <p>5.2.10 Singapore Airlines will commence its A380 operations at Sydney Airport from September 2007. It will be several years before Perth Airport will see the A380 on a regular basis.</p> <p>5.2.11 There are no plans to extend Perth Airports main runway to the north in the short term. South African airlines have replaced their B747 with an A340 for their operations at Perth and therefore the current main runway length is adequate.</p> <p>5.2.12 Public relations over previous years by WAC have been very poor. A new department, Corporate Affairs, headed up by Malcolm Bradshaw, has been established to address this issue. Malcolm has come from a similar position within the State Government Premiers Department.</p>	
<p>6. PRESENTATION – QANTAS – AIRCRAFT TAKE-OFF PROFILES – EMISSIONS</p>	
<p>6.1 Mr Sellick gave his apologies for not being able to attend and deliver his presentation.</p>	
<p>6.2 This will be a carry over Agenda Item for next meeting.</p>	<p>Ms Tousa</p>
<p>7. NOISE AND FLIGHT PATH MONITORING REPORT (PH07Q1) JAN. TO MAR. 2007</p>	
<p>7.1 These reports are produced in the same standard format each quarter. This format was decided on by Airservices Australia some time ago. Airservices Australia is currently</p>	



	Action Required
looking at ways to present collected data.	
7.2 The quarterly data is often very useful but it was suggested that trends over time may also be useful.	
7.3 Mr Dale will make this suggestion to the Aircraft Noise Enquiry Service who produce these reports.	
7.4 Ms Dundas has not received an answer from Airservices Australia to a previous request to relocate noise monitors to the noisiest areas in the community.	
7.5 Mr Dale will liaise with Ms Dundas regarding the location of the noise monitor.	Mr Dale Ms Dundas
7.6 Mr Petersen referred to his graph of aircraft movements between 00:00 and 04:00 hours, using data taken from the Noise and Flight Path Monitoring Reports. This graph was produced to see if daylight saving from December 2006 to March 2007 effected movement numbers. See graph that was posted to members prior to this meeting.	
7.7 There is a sharp increase in December 2006 but this still fits with the overall growth over the 12 months of 2006, and does not appear to just relate to daylight saving.	
7.8 The graph continues for the 1 st quarter of 2007 but no conclusions as to the effects of daylight saving on movements can be drawn until more data is available for the second quarter of 2007.	
8. MONTHLY AIRCRAFT NOISE COMPLAINTS DATA – APR. TO JUN. 2007	
8.1 The total number of complaints for April is high at 34, with 4 of these being Engine Ground Runs, leaving 30 associated to aircraft flight operations.	
8.2 The average for each month is about 18 to 20 complaints. Mr Dale and Airservices Australia, after investigation and analysis, cannot find reasons for this increase in April.	
8.3 The complaints for May and June reverted back to the usual monthly numbers.	
9. ENGINE GROUND RUN REPORT – APR. TO JUN. 2007	
9.1 There were no “non compliant” operations for the 3 month period.	
9.2 There were 4 engine ground run complaints during April. All 4 were between 22:32 on 4 April and 00:15 on 5 April. Records show that between these times 3 engine ground runs were at idle power and 1 at full power.	
10. ENGINE GROUND RUN ACOUSTIC ASSESSMENT	
10.1 Herring Storer Acoustics have provided WAC with preliminary data that has not yet been sufficiently analysed.	
10.2 Records show that engine ground runs for the aircraft of interest are not regular enough for assurance that these runs would be recorded by permanently located noise monitors over a set time period.	
10.3 The consultant therefore has taken noise records of aircraft take-offs, assuming that this noise would be similar to an engine ground run at full power. The consultant also took some engine ground run noise using a hand held monitor.	
10.4 Noise contours will be plotted for each engine ground run location to indicate the decibel	



	Action Required
levels at the nearest residential locations around the airport.	
10.5 Even though State noise regulations don't apply to aircraft noise, these figures will be compared to the noise levels in the State regulations.	
10.6 Results will be presented at the next meeting of the committee.	Mr Petersen
11. BROCHURE – AIRCRAFT NOISE AND ITS EFFECTS	
11.1 The committee recognised the efforts of Mr Macpherson and Mr Cake from DEC in the production of this high quality brochure.	
11.2 Ms Dundas requested enough brochures for distribution to Guildford residences in the high noise areas.	
11.3 It was pointed out that the brochure is available on the DEC web site and is referred to in the committee's Aircraft Noise Information brochure as well as where copies can be obtained.	
11.4 WAC will provide a link on their web site to the DEC web site for access to the brochure.	Ms Touse
11.5 Ms Dundas agreed that 100 brochures from DEC may be sufficient for a letter drop to residents in the above 30 ANEF, and to draw attention to the brochure in correspondence to other residents.	
12. STRATEGY IMPLEMENTATION	
12.1 The committee worked though each item on the Strategy Implementation Table and added action required and timings. See updated table for details. Some Strategies need further thought before the table can be finalised.	
12.2 The following discussion occurred in relation to some strategies:-	
12.2.1 Mr Kennedy will discuss Strategy 1 with his DPI colleagues and bring a proposal to the next meeting of how to review and monitor SPP 5.1.	
12.2.2 Ms Dundas thought it would beneficial to know the decibel level of the aircraft associated with a complaint. It would also be beneficial to know the noisiest aircraft and to inform airline operators of this in the hope they would consider changing their fleet.	
12.2.3 Mr Dale pointed out that because of the high number of aircraft within a 1 hour period, Airservices Australia cannot tie an individual aircraft to a complaint. He also pointed out that the airline operators know the noise impacts of each of their aircraft.	
12.2.4 Page 51 of the Noise & Flight Path Monitoring System shows dB(A) levels of various aircraft as recorded at the Guildford noise monitoring terminal.	
12.2.5 Mr Lipple, Mr Macpherson and representatives form WAC will meet to discuss Strategy 5.2 and bring to the next meeting ideas on what to analyse with regard to data shown in the Noise and Flight Path Monitoring Reports.	Mr Petersen
12.2.6 Mr Wilkie pointed out that not all strategies are concerned with aircraft noise and maybe a name change for the committee should be considered.	
12.2.7 There are other groups meeting associated with Perth Airport (PAMG, Perth Airport Advisory Board and Major Tenant Environment Forum).	
12.2.8 Mr Jackson will discuss with WAC's Corporate Affairs Manager, Mr Bradshaw, to	Mr Jackson



	Action Required
<p>consider the interaction and appropriateness of each group</p> <p>12.2.9 Mr Devenish emphasised the need for our committee to be a participant in the review and analysis of changes to airspace management procedures.</p>	
<p>13. OTHER BUSINESS</p>	
<p>13.1 Mr Collins, the Mayor of South Perth will not be running for re-election. A letter will be sent to him with thanks for his contribution to our committee.</p>	Ms Tousa
<p>13.2 The Guildford Association are pursuing options such as an injunction, which they cannot afford, to stop outline development plans No 127 and 158 James Street, Guildford.</p>	
<p>13.3 On legal advice WAC will not be pursuing this matter any further.</p>	
<p>13.4 Mr Macpherson pointed out that noise attenuation measures imposed on the development are not adequate for this particular noise zone.</p>	
<p>13.5 This meeting is Mr Devenish last meeting with the committee as he is leaving the City Of Canning for new employment elsewhere. Mr Jackson thanked Mr Devenish for his contribution over many years to the committee and wished him all the best for his future.</p>	
<p>13.6 Mr Jackson also thanked Mr Atkinson for his contribution to the committee and wished him all the best for his retirement.</p>	
<p>The meeting closed at 12.05 pm.</p>	
<p>The next meeting will be held on Wednesday 21 November 2007</p>	



**PERTH AIRPORT
AIRCRAFT NOISE MANAGEMENT CONSULTATIVE COMMITTEE**

MINUTES OF MEETING – FRIDAY 18 MAY 2007

PRESENT

Chairman
Jackson, Brett Perth Airport

Members or Member's Representative

Atkinson, Geoff	Perth Airport	Marks, Phil	City of Belmont
Benkovic, Adam	Member for Hasluck	Miller, Iain	Airservices Australia
Collins, John	City of South Perth	Petersen, Torb	Perth Airport
Devenish, Stuart	City of Canning	Sellick, Andrew	Qantas Airways
Gaynor, Drew	DPI	White, David	Virgin Blue Airlines
Heidl, Nick	Bellevue Action Group		
Macpherson, John	DEC		

Observers

Coutinho, Marcel Virgin Blue Airlines

The meeting opened at 10:05 am.

1. APOLOGIES

Apologies were received from:

Dale, Lance	Airservices Australia	Henry, Stuart	Member for Hasluck
Delle Donne, Joe	City of Canning	Moylan, Judi	Member for Pearce
Dittmar, Geoff	Airservices Australia	Tomlinson, David	Shire of Kalamunda
		Wilkie, Kim	Member for Swan

Action Required

Prior to Agenda Item 2, Mr Jackson gave a brief overview of the current changes to the Westralia Airports Corporation company structure which included :-

- Mr Jackson is the new GM, Asset Management Process, and will be chairing meetings of the Aircraft Noise Management Consultative Committee.
- Mr Brad Geatches is the new CEO. He has come from, and spent 5 years with, the Cairns Port Authority which manages both the seaport and the airport. His previous working background is the NSW coal industry and he brings to WAC a strong emphasis on safety.
- WAC is expanding their Executive team.
- At the next meeting of the Committee, Mr Jackson will present WAC's new company structure and the company's Business Plan.

Mr Jackson

2. MINUTES OF PREVIOUS MEETING – 21 February 2007

2.1 The minutes were accepted as a true and accurate record of the meeting.



	Action Required
<p>3. MATTERS ARISING FROM THE MINUTES</p>	
<p>3.1 <u>Clause 3.1</u> The WA Route Review has been delayed and not expected to be implemented until June 2008. Aircservices are currently holding discussions with the RAAF. As a result of this delay, the environment assessment reports associated with the WA Route Review have also been delayed.</p>	
<p>3.2 <u>Clause 10</u> Further discussion is necessary for practical ways to move forward for the implementation of the Committees strategies as listed in the Strategy Implementation Table. This will be an agenda item for our next meeting.</p>	Mr Atkinson
<p>4. CORRESPONDENCE</p>	
<p>4.1 There was no correspondence to discuss.</p>	
<p>5. PRESENTATION – TORB PETERSEN – FORECAST GROWTH FROM MASTER PLAN COMPARED TO ACTUAL GROWTH</p>	
<p>5.1 Mr Petersen gave a presentation of actual growth of passengers, aircraft numbers and tonnage comparing them with the forecasts included in the 2004 Master Plan. Refer to slide prints for details of the presentation.</p>	
<p>5.2 The downturn in growth around the years 2001 to 2003 was caused by September 11, SARS, collapse of Ansett, Bali bombing etc.</p>	
<p>5.3 This was the time of the forecasting for the 2004 Master Plan when the future of aviation at Perth Airport did not look healthy.</p>	
<p>5.4 The largest growth has been in the General Aviation (GA) sector caused mainly by the mining industry.</p>	
<p>5.5 The flights to mine sites all want to depart at about 06:00hours. The capacity for departure is full at this time of the morning.</p>	
<p>5.6 This capacity is not just affected by the number of departing aircraft, but also by air traffic associated with Jandakot and Pearce airports. The Perth area airspace is also approaching capacity at this time.</p>	
<p>5.7 WAC are currently in negotiations with mining companies discussing possibilities of larger, quieter and faster aircraft that can depart later than the current peak time and still arrive at sites on time.</p>	
<p>5.8 Considering this large growth, the parallel runway will still not be needed for some time. Modelling indicates that the current runway system has a capacity of 205,000 aircraft movements per annum. Current movements are 100,000.</p>	
<p>5.9 The international aircraft fleet is moving away from the noisier large aircraft such as the B747s and flying smaller quieter aircraft. Mr Collins reported that this was noticeable over South Perth.</p>	
<p>6. ENGINE GROUND RUN REPORT – JAN. TO MAR. 2007</p>	
<p>6.1 For the 3 month period there were no Engine Ground Run (EGR) complaints.</p>	
<p>6.2 There were 3 dispensations for January, 4 for February and 4 for March.</p>	



**Action
Required**

6.3 Dispensations are only given when an early morning departure is required. If no early morning departure is required, then the EGR is carried out later in the morning (after 05:30 hours) when no dispensation is necessary.

7. ENGINE GROUND RUN ACOUSTIC ASSESSMENT

- 7.1 WAC have engaged Herring Storer (acoustic consultant), to measure EGR noise and model the noise levels at the airport boundary.
- 7.2 After analysis of the EGR reports it was found that there are not many EGRs each month at full power for the aircraft that are to be included in the study (refer to the EGR table from September 2006 to March 2007 previously posted to members).
- 7.3 It is considered if noise measuring loggers were to be placed near EGR locations, there is no guarantee that the significant measurements would be taken.
- 7.4 Herring Storer are currently working with WAC for alternative methods of obtaining data for use in the modelling.
- 7.5 WAC will report on progress at the next meeting.

Mr Petersen

8. NOISE AND FLIGHT PATH MONITORING REPORT (PH06Q4) OCT TO DEC 2006.

- 8.1 Mr Petersen referred to pages 48 to 50 of this report showing hourly movements for each month. The totals and percentages for each month indicate the busy times over a 24 hour period.
- 8.2 Virgin Blue did not change their timetable for daylight saving. Other airlines did.
- 8.3 This has affected the totals in the tables. For example, between 00:00 and 04:00 hours there is a percentage increase in December (when daylight saving started) compared to November and October.
- 8.4 Changes in December from earlier months may also be caused by the season schedule changes that occur each November.
- 8.5 Page 21 indicates night movements with a larger number of departures than arrivals.
- 8.6 This is because the night time hours in this report are from 23:00 to 06:00 hours. A lot of aircraft arrive in the evening and depart between 23:00 and 06:00.

9. MONTHLY AIRCRAFT NOISE COMPLAINTS DATA – JAN. TO MAR.2007

- 9.1 The numbers of noise complaints for the 3 month period have returned to normal.
- 9.2 Most complaints occur when there is a flight path diversion. The reason is usually weather conditions.

10. PRESENTATION – ANDREW SELICK – AIRCRAFT TAKE-OFF PROFILES.

- 10.1 Mr Sellick referred to his presentation delivered at the last meeting by Mr Petersen (refer to slide prints for details of the presentation previously posted to members).
- 10.2 The modelling for various aircraft of noise levels over Guildford, for full length and intersection departures assumes the same thrust settings and the same takeoff profiles for each case. This assumption is incorrect. Refer to page 4 of the presentation. For noise differences refer to the table "Aircraft noise comparison of 03 departures".



	Action Required
10.3 The takeoff profiles of an aircraft using full length compared to the same aircraft using an intersection departure is different because different thrust settings are used. This is because the full length takeoff has more runway available (less thrust) than the intersection takeoff (more thrust). Refer to page 6 of the presentation.	
10.4 When comparing the take-off profiles on page 4 to page 6 the aircraft height difference is less when considering the actual thrust settings used. Therefore, the differences in noise levels shown in the table "Aircraft noise comparison of 03 departures" could be less.	
10.5 Qantas do not have the ability to analyse noise benefits and therefore cannot say if there is a benefit or not.	
10.6 These procedures have always been followed by Qantas and are also followed by other airlines around the world. They are recommended by the aircraft manufacturers to reduce engine wear and improve the safety margin.	
10.7 Qantas prefer to have the flexibility to depart from taxiway intersections.	
10.8 These procedures are also promoted around the world to reduce the emissions of nitrous oxide. A higher thrust setting results in more emissions.	
10.9 Longer taxiing times for departures from runway end also increase emissions on the ground before takeoff.	
10.10 Mr Sellick will ask Qantas to analyse emissions for various scenarios and present the findings at the next meeting of this committee.	Mr Sellick
10.11 Brisbane Airport have some restrictions on intersection departures as well as one runway at Sydney Airport. All other airports in Australia allow pilots discretion to request intersection departures.	
11. INTERSECTION AND FULL LENGTH DEPARTURES FOR RUNWAY 03.	
11.1 Refer to discussion at 10 above.	
12. OTHER BUSINESS	
12.1 Mr Jackson referred to the Strategy Implementation Table and briefly ran through the main points for discussion at the next meeting. (refer to the table previously posted to members).	
12.2 Mr Devenish stressed the importance of timely reports from Airservices with regards to environmental assessments at Strategy No. 6.	
12.3 For strategy No. 7.3, Mr Macpherson reported that after liaison with the Dept. of Health, the Department of Environment and Conservation now have a brochure (currently with their publisher), which provides information on the health effects of aircraft noise.	

The meeting closed at 11.35 am.

The next meeting will be held on Wednesday 22 August 2007



**PERTH AIRPORT
AIRCRAFT NOISE MANAGEMENT CONSULTATIVE COMMITTEE**

FINAL MINUTES OF MEETING – WEDNESDAY 21 FEBRUARY 2007

PRESENT

Chairman
Petersen, Torben Perth Airport

Members or Member's Representative

Atkinson, Geoff	Perth Airport	Maddaford, Barry	City of South Perth
Cuccaro, Tony	Shire of Mundaring	Marks, Phil	City of Belmont
Dale, Lance	Airservices Australia	Tan, Steven	City of Swan
Delle Donne, Joe	City of Canning	Tomlinson, David	Shire of Kalamunda
Di Lollo, Arnica	Perth Airport	Wells, Ross	City of Gosnells
Dundas, Barbara	The Guildford Association		
Heidl, Nick	Bellevue Action Group		
Kennedy, Michael	DPI	<u>Observers</u>	
Lipple, Phil	Canning Community Rep	Miller, Iain	Airservices Australia
Macpherson, John	DEC		

The meeting opened at 10:05 am.

1. APOLOGIES

Apologies were received from:

Bennett, Gavan	Airservices Australia	Leclezio, Raymond	The Guildford Association
Collins, John	City of South Perth	Moylan, Judi	Member for Pearce
Devenish, Stuart	City of Canning	Sellick, Andrew	Qantas Airways
Gates, Richard	Perth Airport	White, David	Virgin Blue
Gaynor, Drew	DPI		

Prior to Agenda Item 2, Mr Petersen presented an overview of the current situation of the WAC business which included:- (Refer to Power Point slide prints for details of the presentation).

- Purpose – “To enable responsible and profitable growth of the Airport franchise”.
- Vision – “A growing, safe, secure, environmentally responsible and customer focused business that our stakeholders, neighbours and the Commonwealth can be proud of.”
- Objective – “To be the most successful Airport franchise in Australia”.
- This is further broken down in to Goals, Strategies, and Measures.
- For the first time, passenger numbers have exceeded 7 million for the year.

**Action
Required**



	Action Required
<ul style="list-style-type: none"> - In 2006, for general aviation traffic, Perth Airport has exceeded the Master Plan aircraft movement forecast for 2024. - In 2006, for total traffic, Perth Airport has reached the Master Plan aircraft movement forecast for 2019. - WAC will produce a table showing actual growth compared with forecast growth shown in the Master Plan. - Significant increase in the domestic passengers is due to the resource industry. - International passenger numbers are higher than in previous years, but not markedly. - The ANEF plan will not change. This plan was not based on forecast growth linked to a future year but rather on 350,000 movements per year to give some certainty for town planners. - The next 5 yearly Master Plan review is due to commence early next year with a draft to the Minister by mid 2009. - Modelling shows that the parallel runway will not be needed until the current runway system reaches capacity which is 205,000 movements per year. Currently at about 100,000. - Extension to the 06/24 runway as shown as an option in the Master Plan is not planned at this stage. The new A380 aircraft will be able to land on this runway at its current length. The B747-400 aircraft cannot land on this runway at its maximum allowable landing weight. - Extension to the 03/21 runway as shown as an option in the Master Plan is not planned at this stage as new aircraft coming on stream will not need it. - WAC are currently analysing the possibility of transferring Qantas domestic operations to the international side of the airport. This move is possibly about 4 years away. 	WAC
<p>2. MINUTES OF PREVIOUS MEETING – 4 October 2006</p>	
<p>2.1 The minutes were accepted as a true and accurate record of the meeting.</p>	
<p>3. MATTERS ARISING FROM THE MINUTES</p>	
<p>3.1 <u>Clause 5.6</u> Gavan Bennett has agreed to provide the committee with the environment assessment reports associated with the WA Route Review. The environment assessment process is due to commence in early April 2007.</p>	Airservices
<p>4. CORRESPONDENCE</p>	
<p>4.1 In response to the letter from WAC, Airservices have agreed to amend the evening/night hours from 2300 – 0600 to 19.00 - 07.00 in their Noise & Flight Path Monitoring Reports.</p>	Airservices
<p>5. ENGINE GROUND RUN REPORT – SEPT TO DEC 2006</p>	
<p>5.1 For the 4 month period, only 2 engine ground run complaints were received in September. Neither could be correlated with actual events.</p>	



	Action Required
<p>6. NOISE AND FLIGHT PATH MONITORING REPORTS (PH06Q3) JUL. TO SEPT.2006</p> <p>6.1 Mr Petersen referred to page 48 of this report which shows a table of the hourly spread of aircraft movements between 22:00 and 01:00 hours indicating that aircraft movements are significant at this time of night.</p> <p>6.2 It was agreed by the committee some time ago that hard copy reports would not be posted to members as they are readily available on the Airservices web site.</p> <p>6.3 Mr Atkinson agreed to e-mail members when the reports are posted to the Airservices web site.</p>	Mr Atkinson
<p>7. MONTHLY AIRCRAFT NOISE COMPLAINTS DATA – SEP. TO DEC. 2006</p> <p>7.1 There was an increase in noise complaints for the month of November (38) and a lesser increase in December (29). On average monthly complaints are about 17.</p> <p>7.2 Various factors contributed to these increases:-</p> <ul style="list-style-type: none"> - <u>November:-</u> <ul style="list-style-type: none"> : Summer weather pattern with north-easterly winds : The one week Red Bull Air Race meant a lack of airspace to the west of the airport. : Therefore aircraft were flying in areas not normally affected by aircraft noise and there was more concentration on the 03 ILS. - <u>December:-</u> <ul style="list-style-type: none"> : Summer weather pattern with north-easterly winds : 10 complaints were a result of helicopter movements outside controlled airspace. 	
<p>8. PRESENTATION : AIRCRAFT TAKE-OFF PROFILES (T. Petersen)</p> <p>8.1 Mr Sellick was unable to attend our meeting to deliver his presentation. However Mr Petersen gave the presentation on his behalf using Mr Sellicks Power Point slides. Refer to slide prints for details of the presentation.</p> <p>8.2 This presentation generated a lot of discussion but it was difficult to clarify issues in the absence of Mr Sellick. The presentation was to assist in the understanding of aircraft noise effects on the population of Guildford for runway 03 departures using both full length and taxiway intersections.</p> <p>8.3 Various issues were raised which included:-</p> <ul style="list-style-type: none"> - Modelling of standard profiles for various aircraft types previously presented to the committee shows a maximum difference of 3dB(A) between full length and taxiway intersection departures. - Mr Sellicks explanation of actual profiles flown by a B737-800 indicates that this difference may be significantly less. - Is modelling available to give aircraft noise levels on the ground for actual profiles flown. - For the main runway, 80% departures are 21 and 20% are 03. - Actual profiles flown for other than Qantas aircraft should also be investigated. 	Qantas



	Action Required
<ul style="list-style-type: none"> - Qantas use full length departures. - Jet aircraft are required to follow noise abatement climb procedures - It was agreed that further clarification should be sought from Mr Sellick at the next meeting of the committee. 	Qantas
<p>9. INTERSECTION AND FULL LENGTH DEPARTURES FOR RUNWAY 03</p>	
<p>9.1 Discussed at Agenda Item 8 above</p>	
<p>10. COMMITTEE STRATEGIES AND ACTION PLANS</p>	
<p>10.1 The draft Strategy Implementation Table was discussed and some minor amendments and additions were agreed to. See final table for details.</p>	
<p>10.2 Action item 1.1 generated discussion regarding the SPP 5.1 and recent proposed residential developments in Guildford. Discussion included:-</p> <ul style="list-style-type: none"> - The developments in question are effected by the 25-30 and the 30-35 ANEF zones. - The planning policy allows this sort of development provided policy measures such as notification on title and noise insulation are met. - Responsibility rests with the buyer (buyer beware) - Information on housing insulation costs and health issues is not available. - Development in high noise zones such as these should not be allowed. - If there is evidence that shows that residential development should not occur in highly effect noise zones, then the planning policy should be changed. - Councils should zone areas appropriately. 	
<p>11. OTHER BUSINESS</p>	
<p>11.1 The WA Route Review has been delayed with a new date of 22 November 2007 for implementation</p>	
<p>The meeting closed at 12.00 pm</p>	



PERTH AIRPORT NOISE MANAGEMENT STRATEGY COMMITTEE

FINAL MINUTES OF MEETING – WEDNESDAY 4 OCTOBER 2006

PRESENT

Chairman
Petersen, Torben Perth Airport

Members or Member's Representative

Atkinson, Geoff	Perth Airport	Scott, Sam	Member for Pearce
Bennett, Gavan	Airservices Australia	Sellick, Andrew	Qantas Airways
Burrows, Sue	Shire of Kalamunda	Tan, Steven	City of Swan
Cake, Michael	DEC		
Collins, John	City of South Perth		
Cuccaro, Tony	Shire of Mundaring	<u>Observers</u>	
Dale, Lance	Airservices Australia	Devenish, Stuart	City of Canning
Delie Donne, Joe	City of Canning	DiLollo, Arnica	Perth Airport
Kennedy, Michael	DPI	Miller, Iain	Airservices Australia
Leclezio, Raymond	The Guildford Association		
Lippie, Phil	Canning Community Rep		

The meeting opened at 10:05 am.

1. APOLOGIES

Apologies were received from:

Gates, Richard	Perth Airport	Wells, Ross	City of Gosnells
Gaynor, Drew	DPI	White, David	Virgin Blue
Lekias, Michael	City of Canning	Wilkie, Kim	Member for Swan
Moylan, Judi	Member for Pearce		

Action Required

Prior to Agenda Item 2, Mr Petersen presented an overview of the current situation of the WAC business which included:-

- General aviation and domestic traffic is growing.
- International traffic is well below forecasts.
- Qantas are adding B747 flights to the east.
- Looking at moving Qantas from domestic to international. Should have an understanding of the implications and issues early next year.
- Car parking space is still an issue. Do we move to multi-story parking. Will depend on the Qantas move.
- BAA has been taken over by Ferrovial, a Spanish building group. Ferrovial may sell their Australian interests which includes shares in Perth Airport.
- WAC board members are changing to include more WA based people.
- WAC will have a new CEO early next year.



	Action Required
<ul style="list-style-type: none"> - WAC's organization structure is currently being revamped. - WAC is in a strong financial position and is undertaking refinancing to fund the expected capital infrastructure programs. 	
<p>2. MINUTES OF PREVIOUS MEETING – 28 JUNE 2006</p>	
<p>2.1 The minutes were accepted as a true and correct record of the meeting.</p>	
<p>3. MATTERS ARISING FROM THE MINUTES</p>	
<p>3.1 All matters arising were agenda items. (see below)</p>	
<p>4. CORRESPONDENCE</p>	
<p>4.1 There were no comments regarding correspondence</p>	
<p>5. PRESENTATION – AIRSERVICES AUSTRALIA – WA ROUTE REVIEW</p>	
<p>5.1 Presented by Lance Dale with assistance from Iain Miller and Gavan Bennett. Refer to information posted at www.airservicesaustralia.com/waroutereview/default.asp</p>	
<p>5.2 Responding to a question by Mr Collins, Mr Dale and Mr Miller explained the aircraft distribution to the 03 approach track over the Swan river and the tracks further south.</p>	
<p>5.3 Mr Bennett explained that Airservices have a process of environmental assessment for proposed changes to flight tracks. Every effort is made to locate a proposed track to an environmentally insignificant location. If significant, Airservices refer the proposal to the Department of Environment and Heritage for assessment. The DEH decide what level of environmental assessment is required prior to making a decision.</p>	
<p>5.4 Environmental assessment includes noise levels, population numbers effected and engine emissions.</p>	
<p>5.5 Mr Devenish requested that the environmental assessment reports be made available to committee members, in time to make comment, prior to track changes being adopted.</p>	
<p>5.6 Although not normally public documents, Airservices may release them to committee members if the committee formally request them. WAC will write to Airservices.</p>	<p>Mr Petersen</p>
<p>6. FUTURE ROLE OF NOISE MANAGEMENT STRATEGY COMMITTEE</p>	
<p>6.1 The draft Terms of Reference and the new name of Aircraft Noise Management Consultative Committee were accepted by the committee.</p>	
<p>6.2 The working group will now develop strategies and action plans.</p>	<p>Mr Petersen</p>
<p>7. POPULATION ANALYSIS, APPROACHES FROM THE WEST TO RUNWAY 03</p>	
<p>7.1 This issue of various tracks and numbers of people effected (refer to minutes dated 27 October 2004 for details) has been superseded by the current WA Route Review. Item 5 above.</p>	



**Action
Required**

- 7.2 Using the TNIPs program, Mr Petersen presented ground noise levels for various aircraft on different tracks as comparisons, indicating differences due to altitude. The WA Route Review environmental assessments take altitude into account.

Mr Collins and Ms Burrows excused themselves and left the meeting at 11.45am

Before leaving, Ms Burrows announced that she has resigned from the Shire of Kalamunda and consequently will no longer be a member of our committee.

Mr Petersen thanked Ms Burrows for her valued contribution over the last 8 years and on behalf of the committee wished her all the very best for her future.

8. INTERSECTION AND FULL LENGTH DEPARTURES FOR RUNWAY 03

- 8.1 Mr Petersen gave an overview of the Runway 03 departure data previously posted to members.
- 8.2 Mr Petersen presented a table of results from the TNIPs program of the various noise levels at Queens Road and James Street, for full length and intersection departures of various aircraft types.
- 8.3 The largest difference in noise level between full length and intersection departures is 3 dB(A) at Queens Road. It is questionable as to whether this is discernable.
- 8.4 It was explained that for full length departures pilots select a lower thrust setting compared to higher thrust settings for intersection departures. These thrust settings effect the height of aircraft over communities.
- 8.5 Mr Sellick offered to provide more detailed information on aircraft take-off profiles for discussion at the next meeting of the committee.

Mr Sellick

9. ENGINE GROUND RUN REPORT – MAY TO AUG 2006

- 9.1 There were 2 engine ground run complaints that were related to actual events.
- 9.2 The report was accepted by the committee.

10. NOISE AND FLIGHT PATH MONITORING REPORTS (PH06Q1) JAN. TO MAR. 2006 & (PH06Q2) APR. TO JUN. 2006

- 10.1 Airservices are currently reviewing the format and content of these reports. They may include previous data for 1 or 2 years for comparison purposes.
- 10.2 Committee members are invited to make suggestions to Mr Bennett regarding content.
- 10.3 Airservices are considering whether or not to change the current night hours of 2300 to 0600.
- 10.4 Mr Petersen said it would be a good idea to amend the current time criteria for the engine ground running rules to coincide with the night hours adopted by Airservices.



	Action Required
11. MONTHLY AIRCRAFT NOISE COMPLAINTS DATA – MAY TO AUG. 2006	
11.1 There was an increase in noise complaints for the month of August with most of the increase occurring on the 14 th and to a lesser extent on the 15 th .	
11.2 At that time Perth Airport was experiencing very strong cross winds on the main runway which necessitated aircraft departures on runway 24 and making left turns over Queens Park and Cannington. It was difficult weather and there were also some go rounds for runway 03 arrivals.	
11.3 The complainants are all registered as new complainants with sequential ID numbers indicating they have not called before and made these calls at or around the same time.	
11.4 Mr Bennett agreed to report on what is meant by "Other" on the spread sheets.	Mr Bennett
11.5 Mr Bennett indicated that Airservices are currently reviewing how this data is recorded and presented.	
12. OTHER BUSINESS	
12.1 A Chapter 2 Gulfstream 3 (corporate jet) recently landed at Perth Airport without approval from DOTARS. It took 3 days to obtain approval. Classed as an Angolan military charter.	
The next meeting will be held on 7 February 2007 (tentative)	
The meeting closed at 12.15 am.	



PERTH AIRPORT NOISE MANAGEMENT STRATEGY COMMITTEE

FINAL MINUTES OF MEETING – WEDNESDAY 28 JUNE 2006

PRESENT

Chairman
Petersen, Torben Perth Airport

Members or Member's Representative

Atkinson, Geoff	Perth Airport	Richardson, Martin	City of Swan
Burrows, Sue	Shire of Kalamunda	Scott, Samantha	Member for Pearce
Dale, Lance	Airservices Australia	Stritzke, Jennifer	Perth Airport
Delle Donne, Joe	City of Canning	White, David	Virgin Blue
Gaynor, Drew	DPI	Wilkie, Kim	Member for Swan
Ireland, Mark	Qantas Airways		
Leclezio, Raymond	The Guildford Association	<u>Observers</u>	
Lipple, Phil	Canning Community Rep	Chudleigh, Tony	Airservices Australia
Macpherson, John	DoE	Devenish, Stuart	City of Canning
Maddaford, Barry	City of South Perth		
Marks, Phil	City of Belmont		

The meeting opened at 10:05 am.

1. APOLOGIES

Apologies were received from:

Bennett, Gavan	Airservices (Canberra)	Moylan, Judi	Member for Pearce
Collins, John	City of South Perth	Sellick, Andrew	Qantas Airways
Henry, Stuart	Member for Hasluck		

2. PRESENTATION – VIRGIN BLUE AIRLINES – NOISE ABATEMENT PROCEDURES

2.1 Presented by Rob Anderson, Virgin Blue – refer to copies of slides for more information.

3. MINUTES OF PREVIOUS MEETING – 22 MARCH 2006

3.1 Clause 9.1 Amend to "Additional concerns were raised regarding how the significance of noise is assessed, *and that the Airservices Australia process is not transparent.*"

4. MATTERS ARISING FROM THE MINUTES

4.1 Clause 5.1 There were 28 intersection departures recorded. Totals have not yet been provided.

4.2 Clause 9.3 Airservices have provided a response re. reciprocal flightpaths (see correspondence).

4.3 Clause 9.1 Mr. Macpherson – the response from Adrian But re. consultation for changes to

Action Required

Mr. Atkinson

Mr. Atkinson



	Action Required
<p>the STARS and SIDS did not address the issue of the process being transparent.</p>	
<p>5. CORRESPONDENCE</p>	
<p>5.1 To City of Swan – Objection to residential development in Guildford: Mr. Richardson – City of Swan acknowledges correspondence and is pleased that WAC considers land use planning. WAPC will make the final decision on the development.</p>	
<p>5.2 To WAPC – Objection to residential development in Guildford: No issues raised.</p>	
<p>5.3 From Airservices Australia – Adrian Buts' resignation: No issues raised.</p>	
<p>5.4 From City of Swan – Residential development in Guildford: No issues raised.</p>	
<p>5.5 From Airservices Australia – Reciprocal flightpaths: Mr. Lipple – would like acknowledgement that there is significant noise associated with departures to the west.</p> <ul style="list-style-type: none"> • Mr. Petersen – The group acknowledges that there is noise associated with departures to the west. An investigation assessing the impacts of moving the arrivals tracks from the west further south indicated that more people would be affected by aircraft noise. Results of the assessment were previously provided to members but will be sent to committee members again. To be included as an agenda item at the next meeting. 	<p>Mr. Atkinson</p>
<p>6. NOISE AND FLIGHT PATH MONITORING REPORT (PH05Q4) OCT TO DEC 2005</p>	
<p>6.1 The noise and flight path monitoring report is available on the internet</p>	
<p>6.2 Mr. Petersen – Perth Airport is operating at close to capacity (number of movements) during the 6-7am period.</p>	
<p>7. MONTHLY AIRCRAFT NOISE COMPLAINTS DATA – FEB TO APR 2006</p>	
<p>7.1 Totals will be presented in the table from now on.</p>	
<p>7.2 Complaints are not generally from the areas with the most noise, and seem to be coming from a number of different suburbs. Complaints are often associated with a change in weather pattern or a change in peoples circumstances.</p>	<p>Mr. Atkinson</p>
<p>8. ENGINE GROUND RUN REPORT – JAN TO APR 2006</p>	
<p>8.1 The engine ground run plan has been included in the report and the numbers labelling the sites on the plan are included in the charts so the two can be related.</p>	
<p>8.2 The report indicated significant number of non-compliances from a single operator as the result of a change in personnel. After meeting with WAC, the operator has started to apply for dispensations and is now compliant.</p>	
<p>9. PRESENTATION BY TORB PETERSEN – 2005 ANEI</p>	
<p>9.1 The 2005 ANEI shows a different pattern to previous years due to the closure of runway 06/24 during Feb-Oct. Refer to slides of presentation.</p>	



		Action Required
10.	WA ROUTE REVIEW PROJECT – AIRSERVICES AUSTRALIA	
10.1	Airservices will undertake a route review aiming to implement the outcomes in June 2007.	
10.2	Ken Hodge from Airservices will deliver a presentation on the changes at the next meeting. Information on the review will be placed on the Airservices website well before the next meeting.	Mr. Atkinson Airservices
10.3	The route review is in response to three areas of improvement concerning safety that were identified by CASA and internal audits of Airservices: <ul style="list-style-type: none"> • Runway 03 ILS (completed). • Route structure to within 40nm of Perth Airport. • The effects of the new route structure to SIDS & STARS inside 40nm. 	
10.4	The Committee should be given the opportunity to comment on the review, and provided with an environmental impact report with sufficient time to assess the report. WAC will enquire as to the proposed timeline.	Mr. Atkinson
10.5	The new head of Airservices has given consultation a high priority.	
11.	FUTURE ROLE OF THE NOISE MANAGEMENT STRATEGY COMMITTEE	
11.1	City of Canning has provided a proposed framework for the ongoing roles of the NMSC.	
11.2	City of Belmont will also review their position. They will invite Mr. Macpherson and a representative from WAC to the next Belmont Environment Meeting.	Mr. Marks
11.3	General discussion / suggestions: <ul style="list-style-type: none"> • NMSC should address noise abatement in outer areas • One of the main goals should be to ensure that there is an even spread of traffic • NMSC formed as a result of commitments in the airport's Master Plan. It is not a legislative requirement • NMSC should totally review terms of reference – clarify what can and cannot be accomplished • NMSC should make recommendations to relevant authorities and formalise role as a monitoring and consultation body • NMSC should implement recommendations of the AOS Airport Consulting report. This report looked at the effectiveness of current processes for the improvement of aircraft noise impacts on communities. 	
11.4	Dave Southgate from DOTARS would be an excellent resource, even if he is not able to attend every meeting.	
11.5	Mr. Petersen will form a sub-committee to review the NMSC future role.	Mr. Petersen
12.	OTHER BUSINESS	
12.1	Recent changes to WAC's organisational structure were discussed. Graham Muir has resigned as CEO.	
12.2	A letter on behalf of the NMSC will be sent to Adrian But thanking him for his contribution to the committee.	Mr. Atkinson
12.3	WAC and Airservices have commenced discussions formalising communication between Perth Airport and Airservices.	



- 12.4 Mr. Richardson has resigned from the City of Swan and as a result is no longer a member of the NMSC. His input has been much appreciated.
- 12.5 WAC contacted the president and CEO of the Shire of Mundaring to invite them to nominate a representative to attend the NMSC.

The next meeting will be held on 27 September 2006.

The meeting closed at 12.09 am.

Action
Required



PERTH AIRPORT NOISE MANAGEMENT STRATEGY COMMITTEE

FINAL MINUTES OF MEETING – WEDNESDAY 22 MARCH 2006

PRESENT

Chairman
Petersen, Torben Perth Airport

Members or Member's Representative

Atkinson, Geoff	Perth Airport	Stritzke, Jennifer	Perth Airport
Dale, Lance	Airservices Australia	Wells, Ross	City of Gosnells
Kennedy, Michael	DPI	Wilkie, Kim	Member for Swan
Leclezio, Raymond	The Guildford Association		
Lipple, Phil	Canning Community Rep	<u>Observers</u>	
Macpherson, John	DoE	Godridge, Karen	City of Belmont
Maddaford, Barry	City of South Perth	Watanabe, Emiko	DPI
Marks, Phil	City of Belmont		
Shannon, Andre	Member for Hasluck Rep		

The meeting opened at 10:05 am.

1. APOLOGIES

Apologies were received from:

But, Adrian	Airservices Australia	Moylan, Judi	Member for Pearce
Collins, John	City of South Perth	Richardson, Martin	City of Swan
Gaynor, Drew	DPI	Sellick, Andrew	Qantas Airways
Henry, Stuart	Member for Hasluck	White, David	Virgin Blue
Miller, Iain	Airservices Australia		

2. PRESENTATION – AUSTRALIAN AIR EXPRESS BOEING 727 OPERATIONS

- 2.1 Presented by Don Evans, National Jet and Martin Thompson, Australian airExpress. (Refer to copies of slides).

3. PERTH AIRPORT - UPDATE

- 3.1 Mr. Petersen – provided updates on movement and passenger numbers and new and vacating airlines.
- 3.2 Mr. Petersen – WAC are currently producing the Australian Noise Exposure Index (ANEI) 2005, which should be available by the next meeting.

Action Required

Mr. Petersen

4. MINUTES OF PREVIOUS MEETING – 23 NOVEMBER 2005

- 4.1 The minutes were accepted as a true and correct record of the meeting.



	Action Required
5. MATTERS ARISING FROM THE MINUTES	
5.1 <u>Clause 4.3</u> Action carried forward – results of the two week survey comparing full length and intersection departures on runway 03 will be available by the next meeting.	Mr. Miller Mr. Atkinson
5.2 <u>Clause 5.1</u> Mr. Lipple has received a written response from Airservices. Most of his questions have been answered, but Mr Lipple does not accept that NAPs that pass compliance audits, indicates actual compliance. Mr Lipple will request in writing, through the committee, clarification from Airservices.	Mr Lipple Mr. Atkinson
6. CORRESPONDENCE	
6.1 Airservices – Environmental & Operational Statistics Reports: No issues raised	
6.2 DPI – Committee membership: No issues raised.	
7. NOISE AND FLIGHT PATH MONITORING REPORT (PH05Q3) JULY TO SEPT 2005	
7.1 The noise and flight path monitoring report is available on the internet – no issues raised.	
8. MONTHLY AIRCRAFT NOISE COMPLAINTS DATA – OCT 2005 TO JAN 2006	
8.1 If a runway direction is not shown on the table, then there was no complaint for that runway direction for that month. If there is no notation of runway direction for a complaint, then the source of the noise could not be identified.	
8.2 Airservices procedure in responding to serial complainants is to contact the complainant for an invitation to ATC to explain operations at the airport.	
8.3 The re-opening of runway 06/24 does not appear to have caused an increase in complaints.	
9. CHANGES TO STARS AND SIDS	
9.1 Mr. But could not attend the meeting but sent a response to the concerns raised at the last meeting (<u>Clause 11.1</u>) regarding changes to STARS and SIDS. Additional concerns were raised regarding how the significance of noise is assessed.	
9.2 Mr. But's response will be forwarded to members	Mr. Atkinson
9.3 Mr Lipple questioned the "Reciprocal Flightpath" principle (Principle 12) in the Airservices document "Environmental Principles & Procedures for Minimising the Impact of Aircraft Noise". He referred to arrivals up the Swan river and departures down the river as reciprocal tracks. Mr Dale from Airservices said he would check on this and respond.	Mr Atkinson Mr Dale
9.4 To be an agenda item for next meeting.	Mr. Atkinson
10. PRESENTATION BY TORB PETERSEN – ENGINE GROUND RUNNING	
10.1 Mr. Petersen presented the Perth Airport Engine Ground Running Rules. (refer to copies of the slides). Copies of the rules have been distributed to members in the past.	
10.2 WAC have no legislative powers to enforce compliance by airlines, however incidents of non-compliance are rare.	



		Action Required
10.3	Monitoring noise from engine ground running is complex. Aircraft noise footprints indicate that noise levels from engine ground running at the airport boundary are low.	
11.	ENGINE GROUND RUN REPORT – OCT, NOV & DEC 2005	
11.1	Future reporting of engine ground run locations in the tables are to be consistent with numbered site locations shown on the plan at the end of the report.	Mr. Atkinson
12.	OTHER BUSINESS	
12.1	Role of committee in the future to be considered at the next meeting. All members to review strategies presented in the Aircraft Noise Management Strategy for discussion at next meeting.	All Members
12.2	Mr. Leclezio advised that the Shire of Swan are considering a residential development application in an area that will be affected by aircraft noise. The Shire report indicates that residential development at the site is acceptable, despite DoE advice to the contrary.	
12.3	Mr. Leclezio to advise Mr. Atkinson if the Shire approves the application.	Mr. Leclezio
12.4	If the application is approved by the Shire, NMSC to write to the Shire and the WAPC.	Mr. Atkinson

The next meeting will be held on 28 June 2006.

The meeting closed at 11.42 am.



PERTH AIRPORT NOISE MANAGEMENT STRATEGY COMMITTEE

FINAL MINUTES OF MEETING – WEDNESDAY 23 NOVEMBER 2005

PRESENT

Chairman
Petersen, Torben Perth Airport

Members or Member's Representative

Atkinson, Geoff	Perth Airport	Stritzke, Jennifer	Perth Airport
David, Sean	DPI	Wells, Ross	City of Gosnells
Delle Donne, Joe	City of Canning		
Godridge, Karen	City of Belmont	<u>Observers</u>	
Leclzio, Raymond	The Guildford Association	Devenish, Stuart	City of Canning
Macpherson, John	DoE	Gates, Rick	Perth Airport
Scott, Sam	Member for Pearce	Miller, Iain	Airservices Australia
		Valentine, Norm	Perth Airport

The meeting opened at 10:10am.

1. APOLOGIES

Apologies were received from:

Henry, Stuart	Member for Hasluck	Moylan, Judi	Member for Pearce
Lipple, Phil	Canning Community Rep	Richardson, Martin	City of Swan
Marks, Phil	City of Belmont	Sellick, Andrew	Qantas Airways

2. PRESENTATION – AUSTRALIAN AIR EXPRESS BOEING 727 OPERATIONS

- 2.1 Unfortunately Mr Don Evans (National Jet) and Mr Martin Thompson (Australian Air Express) could not attend our meeting to deliver their presentation due to an operational emergency they had to attend to.
- 2.2 If available, they will attend our next meeting in March 2006.

3. MINUTES OF PREVIOUS MEETING – 24 August 2005

- 3.1 The minutes were accepted as a true and correct record of the meeting.

4. MATTERS ARISING FROM THE MINUTES

- 4.1 Clause 4.3 Environmental assessments of the proposed STARS and SIDS (August 2005) for Perth Airport were distributed to members prior to the meeting.
- 4.2 Clause 4.5 To date, Belmont have not requested a meeting to discuss the Aircraft Noise Information brochure.

Action Required

Mr Atkinson



	Action Required
4.3 <u>Clause 4.7</u> Runway 06/24 has just recently re-opened. A two week survey to collect data for 03 take-offs to compare full length and intersection departures will be carried out during the first 2 weeks in December 2005 and the results available for the next meeting.	Mr. Miller Mr Atkinson
4.4 <u>Clause 4.8</u> Minutes of the August meeting were distributed in a timely manner. Past minutes were transcripts rather than minutes. The format has been changed to provide a much more concise record of the meetings. Specific statements may be minuted at the request of any member.	
4.5 <u>Clause 6.3</u> Mr. Macpherson met with airport staff to discuss Engine Ground Running procedures (see Clause 6 below).	
4.6 <u>Clause 8.1</u> Aircservices are still open for comment on the Quarterly Operational Statistics Report – provide any comments to Mr. Atkinson.	All members Mr. Atkinson
4.7 <u>Clause 11.2</u> A general letter was posted to the airlines stating that the committee exists and explained its role in noise management.	
4.8 <u>Clause 11.3</u> Air Express were invited to this meeting, will attend the next meeting (refer to Clause 2 above).	
4.9 <u>Clause 13.1</u> A reply to Mr. Lipple's letter was drafted and sent.	
5. CORRESPONDENCE	
5.1 Phil Lipple – Noise abatement procedures at Perth Airport: Issue deferred to the next meeting when Mr. Lipple is present.	Mr. Atkinson
5.2 Local Government – Re-opening of cross runway: No issues raised.	
5.3 Airlines – Aircraft Noise at Perth Airport: No issues raised.	
6. ENGINE GROUND RUNNING REPORT – JULY, AUGUST & SEPTEMBER 2005	
6.1 No operations occurred outside the guidelines during the reporting period but a number of dispensations were granted.	
6.2 Mr. Macpherson met with representatives from Perth Airport to discuss the Engine Ground Running Plan. The procedures are comprehensive but there may still be room for improvement. Other members may find this information useful.	
6.3 Mr. Petersen to give presentation on Engine Ground Running Plan at the next meeting.	Mr. Petersen
7. NOISE & FLIGHT PATH MONITORING REPORT (PH05Q2) APRIL TO JUNE 2005	
7.1 These noise and flight path monitoring reports are available on the internet.	
7.2 Little noise was recorded at the Greenmount site due to the closure of runway 06/24. Noise at this site is expected to increase with the re-opening of 06/24.	
8. QUARTERLY OPERATIONAL STATS REPORT AND NOISE COMPLAINTS STATS – JULY TO SEPTEMBER 2005	
8.1 This quarterly report has not yet been posted on the internet, however the spreadsheets for the noise complaints stats were distributed with the minutes.	
8.2 No issues raised.	



		Action Required
9. PRESENTATION BY IAIN MILLER – ATC PROCEDURES		
9.1	Mt Miller delivered an informative and very interesting presentation on the ATC procedures at Perth Airport.	
10. UPDATE ON TNIP PACKAGE		
10.1	Mr. Petersen provided an update on a current work in progress – the Transparent Noise Information Package (TNIP). The package provides information on the impact of aircraft noise on communities. DOTARS plan to eventually make the program available on the internet.	
10.2	Mr. Petersen will give future presentations as this package develops.	Mr. Petersen
11. OTHER BUSINESS		
<u>Changes to STARS and SIDS</u>		
11.1	The following concerns were raised regarding changes to STARS and SIDS <ul style="list-style-type: none"> - Committee not given environmental assessments prior to changes. - therefore unable to make informed comment. - no opportunity for community consultation and input. - surprised at the number of changes. 	
11.2	Agenda item for next meeting with Mr Buts input.	Mr But
11.3	The next meeting will be held on 22 March 2006	
The meeting closed at 12:00 pm		



PERTH AIRPORT NOISE MANAGEMENT STRATEGY COMMITTEE

FINAL MINUTES OF MEETING – WEDNESDAY 24 AUGUST 2005

PRESENT

Chairman
Price, David Perth Airport

Members or Member's Representative

Atkinson, Geoff	Perth Airport	Stritzke, Jennifer	Perth Airport
But, Adrian	Airservices Australia	Watts, Michael	Member for Swan
Devenish, Stuart	City of Canning	Wells, Ross	City of Gosnells
Leclezio, Raymond	The Guildford Association		
Lipple, Phillip	Canning Community Rep	<u>Observers</u>	
Macpherson, John	DoE	Green, Russell	Airservices Australia
Maddaford, Barry	City of South Perth	Kenna, Leigh	Airservices Australia
Marks, Phil	City of Belmont	Miller, Iain	Airservices Australia
Richardson, Martin	City of Swan	Pudney, Duncan	Qantas Airways
Scott, Sam	Member for Pearce		
Sellick, Andrew	Qantas Airways		

The meeting opened at 10:05am.

1. APOLOGIES

Apologies were received from:

Burrows, Sue	Shire of Kalamunda	Moylan, Judi	Member for Pearce
Collins, John	City of South Perth	Tomlinson, David	Shire of Kalamunda
Delle Donne, Joe	City of Canning	Wilkie, Kim	Member for Swan
Lekias, Michael	City of Canning		

2. DISCUSSION ON NOISE ABATEMENT PROCEDURES – Qantas Capt. Duncan Pudney

- 2.1 Capt. Pudney described arrival and departure procedures for Perth Airport. Refer to prints of power point presentation for an overview.
- 2.2 Discussion centred on resultant aircraft noise for flight patterns for 21 take-off to the west and 03 approaches from the west. Many previous questions and perceptions by committee members were answered.

3. MINUTES OF PREVIOUS MEETING – 18 May 2005

- 3.1 The minutes were accepted as a true and correct record of the meeting

4. MATTERS ARISING FROM THE MINUTES

- 4.1 Clause 6.8 Due to new security measure enforced on the airport by the Department of Transport and Regional Services (DOTARS), group tours of the airport are no longer allowed.

Action
Required



	Action Required
4.2 <u>Clause 4.2</u> The Airservices' environmental assessment for the 03 ILS (11 April 2002) was not coordinated by the Noise Management Strategy. A report of this assessment was on the Airservices web site.	
4.3 <u>Clause 8.18</u> The Airservices environmental assessment for the proposed changes to the 03 STARS is not complete. Mr. But agreed to forward the executive summary of this assessment to Mr. Atkinson, who will distribute it to committee members. Assessment should be completed in November 2005, with the executive summary available by February 2006 at the latest.	Mr. But Mr. Atkinson
4.4 <u>Clause 11</u> The Aircraft Noise Information brochures have been distributed to committee members and local councils.	
4.5 <u>Clause 11.7</u> Meetings with council officers were not held to launch the brochure. A launch was not considered necessary because the brochure is self explanatory. Belmont council officers may request a meeting, which Perth Airport can arrange.	Mr Atkinson
4.6 <u>Clause 11.11</u> Legal opinion at Perth Airport is that the disclaimer and logo in the booklet "Reducing Aircraft Noise in Existing Homes" will not cause any problems.	
4.7 <u>Clause 13.10</u> A two week survey to collect data for 03 take-offs to compare full length and intersection departures will be carried out once the 06/24 runway is reopened.	Mr Atkinson Mr. Miller
4.8 Perth Airport will distribute future minutes as soon as possible after meetings of the committee.	Mr. Atkinson
5. CORRESPONDENCE	
5.1 Outwards: To Mr Grubisin, re: Aircraft noise over Spearwood.	
6. ENGINE GROUND RUNNING REPORT – APRIL TO JUNE 2005	
6.1 There were 2 engine ground run complaints for the reporting period.	
6.2 Mr Macpherson believes that there is a case for ensuring that there is minimal noise effect on communities when carrying out engine ground runs. The airport should include procedures in the Engine Ground Running Plan so when answering complaints it can be shown that everything possible was done to reduce the noise on communities.	
6.3 It was agreed to have a meeting between Mr Macpherson and airport staff to discuss the issue.	Mr. Atkinson
7. NOISE & FLIGHT PATH MONITORING REPORT (PH05Q1) JANUARY TO MARCH 2005	
7.1 A concern was raised regarding the yellow and orange colours that differentiate between heights of flight tracks, with difficulty in seeing when the colour changes. Colours for the Melbourne report are different and it was suggested that members look at these reports on the Airservices web site to see if they are an improvement.	



	Action Required
7.2 The noise and flight path monitoring reports are available on the internet and will no longer be distributed to members in hardcopy form.	
7.3 The exact location of the monitors was requested and denied for privacy reasons.	
7.4 It was requested that the scale of the figures be presented in nautical miles. Request denied because this would require a software change.	
8. QUARTERLY OPERATIONAL STATISTICS – APRIL TO JUNE 2005, & STATISTICS FOR JULY	
8.1 The Airservices Airspace and Environment Regulatory Unit are seeking comment on the format and content of this report. No comments were forthcoming at the meeting. Committee members can still provide comment to Mr. Atkinson.	All members Mr. Atkinson
8.2 These reports are available on the internet and will no longer be distributed to members in hardcopy form.	
9. PROPOSED STARS FOR RUNWAY 03 (refer to Clauses 4.3)	
9.1 Mr. Lipple supported the proposed STARS.	
9.2 It was suggested that representatives from other affected suburbs should be consulted.	
9.3 City of Cockburn have been consulted through the Jandakot Airport forum. Airservices considered a suggested change from the City of Cockburn and were able to make the change to the flight path crossing the coast.	
10. ACOUSTIC ASSESSMENT OF NOISE WALL FOR AIRCRAFT NOISE – TONKIN HIGHWAY	
10.1 Perth Airport staff met with Herring Storer, Mr Macpherson, Mr Wilkie, Mr Marks and a representative from Eric Rippers office to discuss the acoustic assessment.	
10.2 The report indicates that noise received at residences located on the western side of Tonkin Highway from aircraft movements at Perth Airport is not reduced by the existing bund or by extending the bund or by constructing a noise wall along Tonkin Highway.	
10.3 The report was accepted by the committee.	
11. LETTER TO AIRLINES FOR NOISY AIRCRAFT	
11.1 The original purpose of these letters was to advise an airline that the committee are monitoring, and are aware that the airline had the noisiest aircraft for a particular reporting period, usually three months. These letters will not be sent.	
11.2 A general letter will be drafted advising all the airlines that the committee exists and explaining its role in noise management.	Mr. Atkinson



	Action Required
11.3 As a repeat offender of "noisy aircraft" incidents – Air Express will be invited to the next meeting to present their companies understanding of their noise issue.	Mr. Atkinson
12. PROGRESS ON 06/24 RUNWAY RECONSTRUCTION	
12.1 Work continues – the runway lighting is to still to be finished. Weather permitting, the runway should reopen by the end of September.	
12.2 Letters to Councils and a media release will occur at that time.	Mr. Atkinson
13. OTHER BUSINESS	
13.1 Mr. Lipple requested a written reply from Airservices to his submission dated 5 May 2005.	Airservices
13.2 The next meeting will be held on 23 November 2005.	

The meeting closed at 12:50 pm



PERTH AIRPORT NOISE MANAGEMENT STRATEGY COMMITTEE

FINAL MINUTES OF MEETING – WEDNESDAY 18 MAY 2005

PRESENT

Chairman

Kidd, Neil Perth Airport

Members or Member's Representative

Atkinson, Geoff	Perth Airport	Scott, Sam	Member for Pearce
But, Adrian	Airservices Australia	Sellick, Andrew	Qantas Airways
David, Sean	DPI	Stritzke, Jennifer	Perth Airport
Delle Donne, Joe	City of Canning	Tomlinson, David	Shire of Kalamunda
Heidl, Nick	Bellevue Action Group	Wells, Ross	City of Gosnells
Leclezio, Raymond	The Guildford Association		
Macpherson, John	DoE	<u>Observers</u>	
Maddaford, Barry	City of South Perth	Devenish, Stewart	City of Canning
Marks, Phil	City of Belmont	Hodge, Ken	Airservices Australia

The meeting opened at 10:03am.

1. APOLOGIES

Apologies were received from:

Collins, John	City of South Perth	Moylan, Judi	Member for Pearce
Lekias, Michael	City of Canning	Wilson, Ashley	DPI

2. MINUTES OF PREVIOUS MEETING – 16 FEBRUARY 2004

The minutes of the previous meeting were accepted as a true and accurate record of the meeting.

3. MATTERS ARISING FROM THE MINUTES

- 3.1 Clauses 5.16 & 5.17 Mr. Atkinson advised that a letter to Airservices regarding the importance of maintaining a local Noise Enquiry Unit had been sent. As a result of this letter, Max Chipman from Airservices Sydney met with Mr. Atkinson in Perth. He advised that the new unit, known as the Airspace and Environment Regulatory Unit (AERU), is now in operation. Noise enquiries can be made through the unit's website, www.aeru.com.au or by phoning 300 302 240.

4. CORRESPONDENCE

- 4.1 Mr. Atkinson advised that copies of the correspondence listed in the meeting agenda have been provided to all members. A response had not yet been sent to Mr. Grubisin.

Action
Required



		Action Required
4.2	Mr. Delle Donne indicated that the Airservices response to Mr. Grubisin's letter suggested that this response had been coordinated by the NMSC committee. Mr. Della Donna queried the accuracy of this statement. A copy of the environmental analysis was requested.	
4.3	Mr. Kidd indicated that WAC will take on notice the validity of these comments. WAC requires further information before responding to this letter.	Mr Atkinson
4.4	Mr. But explained that an environmental assessment has been conducted, and is available on the Airservices website.	
5.	LETTER TO AIRLINES FOR NOISY AIRCRAFT	
5.1	Mr. Kidd explained that at the last meeting it was agreed that a letter would be sent to airlines regarding the noisiest aircraft. Before the letters could be sent, it was necessary to identify the noisiest aircraft in a particular month.	
5.2	Mr. But explained that when October was examined, the loudest recorded noise level did not make sense. The noise levels of the noisiest aircraft did not correspond to the normal noise signature (i.e. bell curve) of that type of aircraft. Therefore this noise could not be attributed to an aircraft and was probably the result of a concurrent unexplained noise such as a school siren. Sending out letters based on single noise events may not be effective because of possible interference from extraneous noise events.	
5.3	Mr. Macpherson agreed that the analysis showed that the noisiest event was not caused by an aircraft. An analysis should be conducted for each "noisiest event" to determine if the noise was actually caused by aircraft.	
5.4	Mr. Della Donna asked if this extraneous noise event was an isolated event and how long did it last.	
5.5	Mr. But explained that this event occurred over ten seconds in real time.	
5.6	Mr. Macpherson asked if there have been other instances where the monitor was set off by noises other than aircraft.	
5.7	Mr. Kidd indicated that because of possible interference from extraneous noise events, each "noisiest event" would need to be analysed before a letter can be sent to the airline. This becomes very time consuming, particularly when you step down from the first "noisiest event" and the next noisiest occurrences can be caused by marginally compliant Chapter 3 aircraft.	
5.8	Mr. Sellick questioned the value of sending a letter in these cases. Airlines are very aware of their fleet, so the letter would just express information they are already aware of.	
5.9	Mr. Heidi disagreed, and explained that the purpose of the letter writing exercise is to inform the aircraft operator that the NMSC has identified one of their aircraft as the noisiest for the month. Mr. Heidi suggested that the NMSC can still indicate to the aircraft operators that this is unacceptable.	
5.10	Mr. David agreed with Mr. Sellick. Aircraft operators are already aware of the levels of noise emitted by aircraft and a letter from the NMSC would not be particularly useful.	
5.11	Mr. But confirmed that the use of marginally compliant Chapter 3 aircraft has already been approved by the Commonwealth Government.	
5.12	Mr. Kidd queried if the original intent of the letter had been lost. Such letters will only give a marginal benefit compared to the large amount of work involved for analysis of each event.	



- | | Action
Required |
|--|--------------------|
| 5.13 Mr. Macpherson indicated that the original intent was good – to inform aircraft operators that while the NMSC understands they are compliant with Commonwealth Law, they were still the noisiest aircraft that month. Mr. Macpherson asked if a letter had actually been sent yet. It would be a good exercise to send these letters, at least for a period of time, before making any judgment whether to continue with the process. | |
| 5.14 Mr. Kidd indicated that NMSC members should be aware that due to the labour intensive process required to analyse each of the “noisiest events”, Airservices may not be able to take on this role on any long-term basis. | |
| 5.15 Mr. Wells queried the analysis process, and asked how difficult the process actually is, provided that the profile of the aircraft seems to be known. If a baseline is available then only the cases that did not fit with the known profile would need to be investigated. | |
| 5.16 Mr. But explained that the current system does not examine each aircraft, and each aircraft has a different signature, so the concept of a known “baseline” is not really accurate. | |
| 5.17 Mr. Kidd reiterated that this process of analysing each “noisiest event” is very laborious. | |
| 5.18 Mr. Della Donna suggested that the equipment recording noise levels should have set points – when noise levels exceed these points they should be flagged. | |
| 5.19 Mr. But explained that this is essentially what happens. About 400 aircraft each month exceed 80 dba when they pass the terminal. In any case, the certification of most aircrafts is around 80 dba. | |
| 5.20 Mr. Kidd queried whether the committee should send a letter to marginally compliant aircraft. | |
| 5.21 Mr. Sellick suggested if a letter was not sent to operators of marginally compliant aircraft, and letters were sent to other airlines, the response may be “we shouldn’t receive a letter if operators of marginally compliant aircraft have not received a letter also”. | |
| 5.22 Mr. Della Donna suggested that it may be useful to allow residents to suggest times to investigate noisy aircraft, rather than looking at occurrences over a whole month. | |
| 5.23 Mr. But indicated that this is not the responsibility of his department, but is the responsibility of the Noise Enquiry Unit in Sydney. | |
| 5.24 Mr. Macpherson expressed his concern that there were over 400 events a month that exceeded 80 dba. This is of more interest than the individual “noisiest events”. The 400 events should be broken down into times, airlines etc. This would allow the NMSC to determine trends in important time periods such as night time. | |
| 5.25 Mr. Kidd agreed that this may be a better approach, but was unsure whether this is achievable. He would be happy to send out the correspondence, but questioned the value of sending out the letter at this stage. | |
| 5.26 Mr. But indicated that it is not the role of Airservices to act as policemen. The reports have been compiled to provide the NMSC with information. | |
| 5.27 Mr. Heidi asked how Sydney deal with the same situation. | |
| 5.28 Mr. But explained that Sydney only report noise levels on a quarterly basis. | |
| 5.29 Mr. Devenish indicated that Airservices has a responsibility to manage the environmental impact of aircraft noise, although this responsibility may not lie with Mr. But’s unit. | |
| 5.30 Mr. Kidd recommended that the letter sending project be taken off-line until the methods could be re-evaluated. | |
| 5.31 Mr. Heidi noted that no one has explained to NMSC members how this information is collected. The correspondence should not be taken off-line until the next meeting. | |



		Action Required
5.32	Mr. Kidd reiterated that the letters should not be sent out until after the next meeting.	
5.33	Mr. Wells queried what the benefit of recording this information is, and asked to what use the information is put.	
5.34	Mr. But indicated that individual noise events are recorded because they are required to be recorded by the government. The information is provided to the committee in a report.	
5.35	Mr. Wells asked what the point in collecting the data is if the information is not being used to any effect.	
5.36	Mr. Macpherson indicated that the move to examine noisy aircraft has merit, but suggested that it may be more valuable to investigate noise events at night and start to move towards more workable restrictions.	
5.37	Mr. Kidd explained that recently there has been a move to change the regulations so that individual airports can control noise from marginally compliant aircraft.	
5.38	Mr. David cautioned Mr. Kidd against giving the committee members false hope. This "move" was simply a discussion paper. Marginally compliant aircraft were supposed to be phased out by 2003, but ICAO voted against it.	
5.39	Mr. Kidd explained that Brisbane has particular problems with marginally compliant aircraft, and the Commonwealth are trying to address the issue. His understanding from the industry is that they will try to phase these aircraft out by 2010.	
5.40	Mr. Kidd called for a vote to determine if sending the letters should be deferred until the next quarter. All members were in favour. Perth Airport and Airservices will re-evaluate this issue and bring to the next meeting a methodology for the future.	Mr But
6. ENGINE GROUND RUNNING REPORT – JANUARY TO MARCH 2005		
6.1	Mr. Atkinson indicated that there had only been one relevant complaint in this time period. As requested at the last meeting, the graph had been modified to include last year's data for comparison.	
6.2	Mr. Macpherson indicated that he had received a ministerial regarding aircraft running at 2am. The dispensation for this was given by the airports Senior Operations Officer, John MacLeod. Mr. Macpherson asked what the procedure is for giving dispensations. The issue should be addressed from a risk management point of view, so officers can manage incidents.	
6.3	Mr. Kidd explained that he did not know the specifics of the incident and suggested that quite often the noisiest aircraft are on "missions of national significance". He informed the committee that Perth Airport has had a request for an Ilusion 76 aircraft to come in on a mission of national significance. This aircraft will be arriving late on Sundays and departing early on Tuesdays.	
6.4	Mr. Macpherson explained that the incident he was referring to involved Skippers Aviation.	
6.5	Mr. Sellick suggested that a description should be provided to the NMSC explaining the criteria for granting dispensation for engine ground running.	
6.6	Mr. Kidd said that Perth Airport would provide members with the Engine Ground Running Rules as well as information on how dispensations are granted.	Mr Atkinson
6.7	Mr. Heidl suggested that a site visit by members to the airport would be beneficial to tour the Engine Ground Run locations and have airport staff explain the procedures.	



		Action Required
6.8	Mr. Kidd indicated that members are welcome to tour the airport, either as a group or individually. He asked for a show of hands for interested members – about half of the members were interested in a group tour. Mr. Kidd indicated that a group tour will be organised.	Mr Atkinson
Mr. But left the meeting at 11:05am.		
7. DISCUSSION ON NOISE ABATEMENT PROCEDURES – QANTAS B767 CAPTAIN		
7.1	Mr. Sellick explained that the Captain could not make it to this meeting and asked that the item be deferred until the next meeting. All agreed.	
8. PERTH 03 ILS AIRSPACE & ASSOCIATED PROCEDURES – KEN HODGE, PROJECT MANAGER, AIRSERVICES		
8.1	Mr. Hodge explained that his background is as an air traffic controller in Melbourne. He advised the committee that there will be some changes on the approach for the 03 runway. A more detailed written explanation will be provided to Mr. Atkinson and distributed for the members' consideration.	Mr. Hodge Mr. Atkinson
8.2	Mr. Hodge explained that the procedure changes being considered arose because CASA issued a Request for Corrective Action (RCA). The current ILS was installed approximately 3 years ago. The current proposed changes involve a change to controlled airspace and changes to approach tracks from the east and west for the 03 runway arrivals. These proposed tracks will be further to the south thus enabling aircraft to line up with the 03 runway earlier and higher than presently happens.	
8.3	Mr. Hodge explained that the airspace reclassification will come into effect on June 9 and the new aircraft procedures associated with the new tracks should be introduced in November 2005.	
8.4	Mr. Wells indicated that it should be relatively easy for Airservices to produce a map with GIS showing which communities would be affected by the various approach tracks.	
8.5	Mr. Macpherson asked what the impact of moving the training area further south would be.	
8.6	Mr. Hodge explained that some operators have written to him and indicated that they would not be affected by the changes. It was his opinion that those that would be affected are mainly aerobatics operators. This may be a benefit, because Mike Hoare has indicated that there have been complaints from people of aircraft doing acrobatics over houses. The area further to the south has fewer houses than the area currently used for this purpose.	
8.7	Mr. Devenish asked if the glide slope could be increased.	
8.8	Mr. Hodges explained that the airlines would not support a move to increase the glide slope. In addition, CASA would only approve changes to the glide slope if they are required for safety reasons.	
8.9	Mr. Devenish indicated that to his knowledge, Qantas was the only airline that had been consulted regarding glide slope.	
8.10	Mr. Sellick suggested that most airlines would argue against increasing the glide slope for safety reasons, because it is not standard practice.	
8.11	Mr. Devenish indicated that other airports do have an increased glide slope.	



	Action Required
8.12 Mr. Kidd indicated that any change to the glide slope would need to be an Australia wide change.	
8.13 Mr. Wells suggested that because most of the approach activity resulting from the changes seems to affect areas in the City of Cockburn. They should be informed of this.	
8.14 Mr. Atkinson indicated that he would forward on the information regarding the changes to the City of Cockburn, possibly through Jandakot Airport.	Mr. Atkinson
8.15 Mr. Macpherson queried whether or not any public consultation would be conducted regarding the changes.	
8.16 Mr. Hodges indicated that most of the public consultation undertaken by Airservices is through committees such as the NMSC.	
8.17 Mr. Devenish suggested that an environmental assessment, including a period for public comment should be undertaken.	
8.18 Mr. Kidd indicated that WAC will find out about the environmental assessment and determine if it can be presented to the NMSC for review.	Mr. Atkinson
8.19 Mr. Macpherson queried why the NMSC had not been informed of the airspace changes earlier, particularly because the airspace will be re-classified in early June.	
8.20 Mr. Hodges explained that comment was not requested on the airspace zone changes because these changes are controlled by standards and are not flexible. Comment has been sought regarding changes to flight paths, which will not occur until November.	
8.21 Mr. Macpherson said that the planes currently doing training and aerobatics in that area will be moved to the south and could possibly impact the southern area.	
8.22 Mr. Kidd indicated that the area south of the controlled airspace is open and that the aircraft that use this area can train or do aerobatics in many areas.	
8.23 Mr. Hodges emphasised that changes are being made to the controlled airspace and to the flight paths because CASA have notified Airservices that they are currently in breach of the regulations.	
8.24 Mr. Macpherson requested that the NMSC see the scope of the environmental assessment to ensure that all important aspects are included in the assessment.	
8.25 Mr. Kidd indicated that WAC will ask Airservices if this is possible.	Mr. Atkinson
8.26 Mr. Wells asked if the whole area to the south of the controlled airspace is currently designated for aerobatics and training.	
8.27 Mr. Kidd confirmed that this is correct.	
9. EARTH BUND 03 RUNWAY END AND NOISE WALL TONKIN HIGHWAY	
9.1 Mr. Kidd apologised that the report had been provided to members at such late notice. The report was only received by WAC on 17 May 2005.	
9.2 Mr. Atkinson indicated that he had e-mailed the report to Mr. Macpherson prior to the meeting for discussion. The report appears to have a number of holes and Herring Storer would be requested to present it at the next NMSC.	Mr Atkinson
9.3 Mr. Marks said that the report was very disappointing. It does not appear that the wall will be particularly effective against aircraft noise.	
9.4 Mr. Kidd agreed. He had expected the report to assess the effectiveness of the wall at varying heights.	



		Action Required
10. PROGRESS ON 06/24 RUNWAY RECONSTRUCTION		
10.1	Mr Atkinson informed the committee that this project has been on hold because of the weather. If the weather improves the project may be finished in mid-July, but works could extend into August. Additional advertising will be placed in newspapers. On completion of the works to inform the public that aircraft will be reverting to normal procedures.	Mr Atkinson
10.2	Mr. Kidd indicated that WAC may place additional advertising in newspapers to inform the public on the current progress of the works.	Mr. Atkinson
11. PROGRESS ON AIRCRAFT NOISE INFORMATION AND COMMUNITY AWARENESS		
11.1	Mr Atkinson advised that the noise information brochure has been completed, and asked members how many brochures they thought were required.	
11.2	Mr. Kidd indicated that WAC has received correspondence from the PAMG asking what the procedure is for distribution of the brochures.	
11.3	Mr. Heidl suggested including a statement on rates notices indicating that the noise information brochure is available. Alternatively, the brochure itself could be included in the envelope with the rates notices.	
11.4	Mr. Kidd indicated that the cost of producing enough brochures to include in the rate notice envelopes would be prohibitive. However, including a statement on the rates notices would be useful.	
11.5	Mr. Delle Donne indicated that he will ask Canning's City Council how they would prefer to distribute the brochures.	
11.6	Mr. Kidd indicated that 10,000 brochures will be produced initially and distributed equally between the Councils. The brochure will also be made available on the internet.	
11.7	Mr. Atkinson indicated that a meeting will be held with Council officers to launch the brochure and answer questions.	Mr. Atkinson
11.8	Mr. Devenish explained that the wording on memorials on titles sends landholders to the Council for more information on aircraft noise.	
11.9	Mr. Tomlinson asked when the brochures would be available to the public. Can Councils pass the details of the website on to the public?	
11.10	Mr. Atkinson indicated that once the brochure, as well as all Perth Airport information referred to in the brochure, is available on the internet, Councils are welcome to pass on the web address to landholders.	
11.11	Mr. Leclezio expressed concern regarding the disclaimer in the booklet "Reducing Aircraft Noise in Existing Homes". The disclaimer refers to the NMSC, but the Perth Airport logo is on the front of the booklet.	Mr Atkinson
11.12	Mr. Wells asked if the committee may be placed in a position of liability, and pointed out that the NMSC is not an incorporated body.	
11.13	Mr. Leclezio suggested that the disclaimer may indirectly place liability with the NMSC.	
12. MEMORIALS ON TITLES		
12.1	This item was an action item for Ms Burrows against clause 12.15 of the last minutes. Mr Tomlinson indicated that he could not really comment on the item in Ms Burrows absence.	



	Action Required
12.2 Mr. Kidd confirmed that the issue has progressed through the PAMG.	
12.3 Mr. Devenish indicated that it is not an issue to be alarmed about. WA has a WAPC policy on land use planning which includes memorials on titles. Compared to the rest of Australia, Councils in WA are in a much better position because there are clear guidelines from the State.	
13. OTHER BUSINESS	
<u>Airspace reclassification</u>	
13.1 Mr. Delle Donne asked if the changes to flight paths associated with the reclassification of airspace would affect both landings and take-offs.	
13.2 Mr. Hodges explained that the proposed changes will affect only landings.	
<u>Correspondence – Phil Lippie</u>	
13.3 Mr. Kidd indicated that he and Mr. Atkinson met with Mr Lippie to discuss concerns raised at the last NMSC. As a result of that meeting, Mr. Lippie has re-characterised his original submission to the NMSC. Mr. Kidd suggested that the submission be forwarded to Airservices for comment.	Mr Atkinson
13.4 Mr. Delle Donne suggested that this issue be deferred to the next NMSC meeting because Mr. Lippie was absent.	
13.5 Mr. Kidd agreed. He expected that Airservices will respond to the submission prior to the next meeting.	
13.6 Mr. Wells requested that Airservices provide a response to the submission prior to the next meeting.	Mr But
<u>Intersection Departure Report</u>	
13.7 Mr. Leclezio asked what the progress of the intersection departure report is.	
13.8 Mr. Kidd agreed that this issue should be addressed, but noted that the issue could not be addressed in Mr. But's absence.	
13.9 Mr. Hodges explained that in any case the figures would currently be skewed because 06/24 is closed. In addition, the information is manually recorded. A significant amount of work would be required of the air traffic controller each night to compile the required information.	
13.10 Mr. Kidd indicated that there is a perception that intersection departures are occurring regularly. He will contact Ian Miller to follow this up.	Mr. Atkinson
<u>Data Collection</u>	
13.11 Mr. Heidl asked how data is physically collected, and how and why is it so laborious to collect data. He requested that these questions be addressed at the next meeting.	
13.12 Mr. Kidd suggested that there is some concern over the aims of collecting data – what are we actually achieving?	
13.13 Mr. Heidl agreed that the aims of data collection should be reassessed at the next meeting.	
<u>Driver Training Facility – Noise Complaint</u>	
13.14 Mr. Tomlinson indicated that Sue Burrows has received another resident complaint regarding noise at DTEC.	



Action
Required

Brickworks

- 13.15 Mr. Macpherson noted that the proposed brickworks had not been mentioned at the meeting. He indicated that WAC is following the protocol of the MOU with the State Government.

Next Meeting

- 13.16 Mr. Atkinson stated that the next meeting will be held on 24 August 2005.

The meeting closed at 12:20 pm



PERTH AIRPORT NOISE MANAGEMENT STRATEGY COMMITTEE
FINAL MINUTES OF MEETING – WEDNESDAY 16 FEBRUARY 2005

PRESENT

Chairman
Kidd, Neil Perth Airport

Members or Member's Representative

Atkinson, Geoff	Perth Airport	Marks, Phil	City of Belmont
Burrows, Sue	Shire of Kalamunda	Petersen, Torb	Perth Airport
But, Adrian	Airservices Australia	Scott, Sam	Member for Pearce
Cake, Michael	DoE	Sellick, Andrew	Qantas Airways
David, Sean	DPI	Stritzke, Jennifer	Perth Airport
Delle Donne, Joe	City of Canning	Wells, Ross	City of Gosnells
Geraghty, Terry	Shire of Mundaring		
Hart, Sue	The Guildford Association	<u>Observers</u>	
Heidl, Nick	Bellevue Action Group	Leclezio, Raymond	The Guildford Association
Lipple, Phillip	Canning Community Rep	Ponton, Gavin	City of Canning

The meeting opened at 10:00am.

1. APOLOGIES

Apologies were received from:

Collins, John	City of South Perth	Muir, Graham	Perth Airport
Lekias, Michael	City of Canning	Richardson, Martin	City of Swan
Moylan, Judi	Member for Pearce		

Mr Wilkie, Ms Moylan and Mr Henry were in Canberra sitting in Parliament.

2. MINUTES OF PREVIOUS MEETING – 27 OCTOBER 2004

The minutes of the previous meeting were accepted as a true and accurate record of the meeting.

3. MATTERS ARISING FROM THE MINUTES

- 3.1 Clause 3.1 Ms. Hart enquired whether intersection departure statistics for Runway 03 could be reported on a more regular basis, perhaps quarterly. She indicated that reduction of noise over Guildford in the key sleeping bracket is an important issue.
- 3.2 Mr. Kidd deferred this matter until Mr. But arrived.
- 3.3 Clause 14.2 Mr. Delle Donne advised that the City of Canning will distribute to its residents on 22 February a newsletter regarding the 06/24 reconstruction.
- 3.4 Mr. Petersen added that Perth Airport has placed notices in The West Australian and community newspapers regarding the patterns and timing of noise increases and decreases

**Action
Required**



**Action
Required**

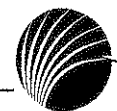
related to the reconstruction as well as letters to Committee members and Shire Presidents and Mayors of local councils.

4. CORRESPONDENCE

- 4.1 Mr. Kidd referred to correspondence from The Guildford Association—Ms. Hart will be leaving the Committee and The Guildford Association will be represented at future NMSC meetings by Raymond Leclezio. Mr Kidd thanked Ms Hart for her contribution over the years and said that she will be missed.
- 4.2 Ms. Burrows and Mr. Geraghty both commended Ms. Hart on her contribution to the NMSC over the years, particularly her ability to thoroughly research issues.
- 4.3 Mr. Kidd referred to correspondence from the Guildford Association regarding membership of the NMSC. He indicated that the point is well taken and that Perth Airport has made a commitment (as outlined in the 27.10.04 minutes) to involve the Committee when considering new members in the future.
- 4.4 Ms. Hart indicated that the Guildford Association's letter raises the more general issue of membership. Regardless of the commitments outlined in the 27.10.04 minutes, previously it was generally agreed that the Committee should remain as small as possible. Ms. Hart also said that the inclusion of South Perth sets up a dilemma in that the Committee may then need to include other Councils with little noise impact. She was also concerned that time spent catering to the needs of these less affected councils will detract from the time spent on communities/municipalities that are more greatly effected (eg. Mr. Atkinson spent time compiling a document for the Perth Airport Municipalities Group (PAMG) when the information was already available). Ms. Hart queried whether or not this anomaly can be resolved.
- 4.5 Mr. Kidd noted Ms. Hart's points, and indicated that this issue had been dealt with at a previous meeting. He said that it would not be acceptable to un-invite South Perth to the Committee.
- 4.6 Ms. Hart asked if South Perth's membership could be reverted to a temporary membership.
- 4.7 Mr. Kidd indicated that South Perth will remain a member of the Committee.
- 4.8 Mr. Lippie said that the aircraft noise problem in South Perth is highly relevant, and that comments should not be made regarding the extent of the problem by people who are not residents in the area. He suggested that Melville and Fremantle are also affected by aircraft noise.
- 4.9 Mr. Heidi suggested that a computer-generated program could be used to better establish which municipalities are being affected.

5. ENGINE GROUND RUNNING REPORT – SEPTEMBER TO DECEMBER 2004

- 5.1 Mr Petersen informed the Committee that the level of engine ground running noise is fairly stable at the moment. He said that there have been two complaints within the four month period.
- 5.2 Mr. Cake asked if the complaints about engine ground running noise can be differentiated from other noise complaints.
- 5.3 Mr. Petersen explained that the complaints about engine ground running noise are indicated on the graph in red (refer to last page of report), and said that the graph shows that there was a low number of complaints for the reporting period.
- 5.4 Mr. Geraghty asked if there had been any events of non-compliance.
- 5.5 Mr. Petersen explained that there had been two events of non-compliance and that it was



		Action Required
	not clear if the source of these events was aircraft orientation or engine power setting.	
5.6	Mr. Geraghty asked if there is a process to penalise airlines in the event of non-compliance.	
5.7	Mr Petersen replied that pressure is placed on those airlines, although there is no formal process of penalisation.	
5.8	Mr. Heidi asked if the source (i.e. location) of the complaints can be determined.	
5.9	Mr. Petersen stated that this information can be determined but currently it is not recorded or published.	
5.10	Mr. Kidd queried whether or not this information would actually be useful.	
5.11	Ms. Hart asked what had happened to the aircraft noise complaints register by suburb relating to flight operations. The committee used to receive this information.	
5.12	Mr. But replied that he was not sure why this information had stopped being issued.	
5.13	Ms. Hart and Mr. Geraghty agreed that information about the source/location of these complaints does not realistically reflect which areas are the most adversely affected by noise.	
5.14	Mr. But advised the Committee that the Noise Enquiry Unit is being centralized to Sydney.	
5.15	Ms. Hart commented that this is an incredibly retrograde step, and said that it would be a real shame to lose this local service.	
5.16	Mr. But indicated that he was in total support of Ms. Hart's comments, and suggested that the Committee draft a letter to Airservices stressing the importance of this local service.	
5.17	Mr. Kidd called for a show of hands in support of this idea. The majority of members were in support, so Mr. Kidd indicated that Perth Airport will draft the letter.	Mr Atkinson
5.18	Mr. Kidd asked if information on noise complaint data by suburb would be necessary.	
5.19	Ms. Hart commented that this type of data can be politically utilised very easily.	
5.20	Mr. Cake said that while this information would be useful, it may be more effective to specifically highlight issues (i.e. report where complaints are coming from for periods of particularly high complaint etc.)	
5.21	Ms. Burrows indicated that the information currently provided (i.e. the graph on the last page of the report) was useful since she was able to identify the rise and fall of noise complaints over certain periods.	
5.22	Mr. Kidd indicated that the report would remain as it is (without a record of source/location of complaints). However, the report would include a comparison with data from previous years, since this information is not currently included.	Mr Atkinson
 MATTERS ARISING FROM THE MINUTES – INTERSECTION DEPARTURES		
The meeting returned to the matter of intersection departures.		
Mr. But indicated he would request that Airservices, Perth, put together quarterly reports on intersection departures for Runway 03. He explained that Mr. Hoare's position would remain in Perth, although his function would change following the centralization of the Noise Enquiry Unit to Sydney.		
		Mr But



	Action Required
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<p>6. NOISE & FLIGHT PATH MONITORING REPROT (PH04Q3) JULY TO SEPTEMBER 2004</p> <p>6.1 No comments were made regarding this report.</p> <p>7. NOISE FOOTPRINTS OVER CANNING RIVER</p> <p>7.1 Mr. But presented a number of power point diagrams illustrating the noise impacts of both the visual and instrument approaches to Runway 03. The noise impact presented as LAeq noise contours showed the average noise level over 24 hours.</p> <p>7.2 Mr. Lipple suggested that this data was watered down since averages do not represent the loudest jets. He said that Qantas is the only airline that operates heavy jets on the visual approach.</p> <p>7.3 Mr. Petersen explained that both Qantas and Air New Zealand operate heavy jets on the visual approach.</p> <p>7.4 The rest of Mr But's diagrams showed dB(A) contours for single event operations for various aircraft with the lowest contour being 65dB(A).</p> <p>7.5 Mr. Kidd requested that the 65 dB(A) contour be placed in context.</p> <p>7.6 Mr. Atkinson explained that inside a house the 65 dB(A) would be reduced by 10 dB(A) by the fabric of the house.</p> <p>7.7 Ms. Hart added that this level of noise would be similar to the level of noise in a busy office (55 dB(A)).</p> <p>7.8 Mr. Lipple said that the figures being presented are theoretical, and that aircraft noise is so loud that the windows shake and it prevents conversation from being heard.</p> <p>7.9 Ms. Hart disagreed with this statement for 65 dB(A).</p> <p>7.10 Mr. Cake suggested that while it is important to place the 65 dB(A) noise levels in context, the issue should not be downplayed.</p> <p>7.11 Mr. Lipple queried why information on departures was not being presented, and suggested that departures are the real problem, since the planes level off at 3000 ft.</p> <p>7.12 Mr. But explained that at the last meeting he was asked only to investigate arrivals.</p> <p>7.13 Mr. Marks asked what the basic difference is between departures and arrivals.</p> <p>7.14 Mr. But explained that the noise profiles are different now than they were a few years ago, and that the cutback on power between departures and arrivals is slightly different.</p> <p>7.15 Mr. Sellick gave an explanation of the standard procedure for departures.</p> <p>7.16 Mr. Kidd asked the Committee to identify the actual issue under consideration.</p> <p>7.17 Mr. Lipple said that the noise created by departures is a problem.</p> <p>7.18 Mr. Kidd explained that at the last meeting the member for South Perth made it clear that arrivals were the issue.</p> <p>7.19 Mr. Heidi added that the arrivals information was provided to show the extent of noise impacts in the South Perth area.</p> <p>7.20 Mr. Kidd indicated that based on the data presented at the meeting relative to other communities, South Perth is not being significantly impacted by arrivals.</p> <p>7.21 Mr Lipple did not agree.</p> <p>7.22 Mr. Sellick explained that on departure, planes do not level off at 3000 ft.</p>	
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		Action Required
7.23	Mr. Lipple stated that he does not think the Committee does its job properly.	
7.24	Mr. Kidd took exception to this statement, and indicated that the Committee is effective in fulfilling its role. Mr. Kidd requested that Mr. Lipple clearly identify what he was asking of the Committee. Mr. Kidd asked if aircraft levelling off at 3000 ft was the issue.	
7.25	Mr. Heidl asked if information could be provided to the Committee to determine if planes are levelling out at 3000 ft on departure.	
7.26	Mr. Lipple indicated that this information is already documented and readily available in the Airservices quarterly reports.	
7.27	Mr. Kidd asked Mr. Lipple if his question was: are planes levelling out at 3,000 ft on departure and if so can this be changed?	
7.28	Mr. Lipple replied that current departure procedures are not adequate.	
7.29	Mr. Sellick explained that the Noise Abatement Departure Procedure is an international procedure developed by experts, and that it would be very difficult to change. Mr. Sellick indicated that he would be able to provide information regarding the issue of levelling off on departure.	Mr. Sellick
7.30	Mr. Lipple stated that the Committee was purposely avoiding the issue, and that he would write to the Minister.	
7.31	Mr. Cake suggested that the information Mr. But presented be distributed to the Committee members.	
7.32	Mr. But advised that he will provide this information.	Mr. But
Ms. Scott departed at 11.18am.		
7.33	Ms. Hart emphasised that whenever discussion arises about noise abatement, it is important to remember that communities should share the noise burden, as indicated in the Airservices Environmental Policy.	
7.34	Mr. Lipple replied that the Policy is not applied properly, and indicated that he would include this issue in his letter to the Minister.	
8.	EARTH BUND 03 RUNWAY END AND NOISE WALL TONKIN HIGHWAY	
8.1	Mr Atkinson indicated that the report was not complete but that work was well underway. Aircraft noise measurements have been taken from four stations, resulting in excellent data including noise from a number of different types of aircraft. Mr. Atkinson explained that this data is currently being calibrated by Herring Storer, and indicated that a draft should be available within a month. Four scenarios are being analysed:- <ul style="list-style-type: none"> ▪ Existing bund only. ▪ Highway wall only. ▪ Bund plus highway wall. ▪ Buildings only. 	Mr. Atkinson
9.	PROGRESS ON 06/24 RUNWAY RECONSTRUCTION	
9.1	Ms. Hart suggested that Perth Airport should restate to the airlines to make every attempt to use full length take-offs on Runway 03 especially while the 06/24 runway works were being carried out, since more traffic will use the main runway.	
9.2	Mr. Kidd replied that Perth Airport will contact the airlines.	Mr. Atkinson



		Action Required
9.3	Mr. Petersen added that on completion of the reconstruction in June, Perth Airport will publicise the fact that aircraft will be reverting to normal procedures.	Mr Petersen
10. LETTER TO AIRLINES FOR NOISY AIRCRAFT		
10.1	Mr. Geraghty indicated that he thought the letter should be sent.	
10.2	Ms. Hart indicated that she was surprised that the letter had not been sent, since at the last meeting she attended there had been general agreement that the letter was informative rather than offensive. She also explained that many airports internationally (e.g. Heathrow) base landing fees on noise to penalise airlines with noisy aircraft, rather than just sending a letter.	
10.3	Mr. Sellick explained that the Qantas point of view was that the noise limits set by Heathrow are not operationally reasonable.	
10.4	Mr. Kidd called for a show of hands in support of sending the letter. The majority of members were in favour, so the letter will be sent. Mr. Kidd emphasised that the letter will be sent to those operators with the noisiest aircraft.	
11. PROGRESS ON AIRCRAFT NOISE INFORMATION AND COMMUNITY AWARENESS		
11.1	Mr Atkinson advised that the noise information brochure will be distributed once all the information referred to is available, subject to legal review. Currently being worked on by the subgroup is the information booklet "Reducing Aircraft Noise in Existing Homes". Perth Airport are working on:- <ul style="list-style-type: none"> ▪ Noise management policy statement. ▪ Flight path movement chart. ▪ Respite chart. ▪ Measured N70 chart. 	Mr. Atkinson
11.2	Mr. Cake advised that DoE is finalising the "Aircraft Noise Health Information Fact Sheet". A draft of the fact sheet was sent to Ms. Hart, who indicated that it was the type of information the community wants. A final draft will be prepared and distributed to the subgroup prior to their next meeting on 2 March 2005.	Mr. Cake
11.3	Ms. Hart indicated that although she is resigning from the NMSC she will still attend the next sub-group meeting.	
12. MEMORIALS ON TITLES		
12.1	Ms. Burrows outlined a case at Port Stevens where the warning in a memorial (i.e. you may be affected by aircraft noise) was considered inadequate.	
12.2	Ms. Hart indicated that memorials on titles are not being used correctly, and in some cases are being placed on titles where they are not needed.	
12.3	Ms. Burrows indicated that the titles state that further information is available from the local council. Her concern was that local government officials must explain the memorial and may not have the technical expertise to do so. She queried whether Perth Airport should be included on the memorials as an additional source of information on noise for residents.	
12.4	Ms. Hart queried if the memorials could differentiate between current aircraft noise and noise that may be caused by a future runway.	



	Action Required
12.5 Mr. Geraghty said that local governments have a duty of care. Local governments do take on similar responsibilities (e.g. health), so including Perth Airport on the memorials is probably not appropriate. He advised that this is the state government's responsibility, not local government.	
12.6 Ms. Burrows agreed that local governments do have a duty of care.	
12.7 Ms. Hart enquired whether the information brochure currently being finalised would cover this information.	
12.8 Mr. Geraghty advised that this is the state government's responsibility, not local government.	
12.9 Mr. Kidd indicated that the Committee has clearly identified the issue, and that the issue should be put to DPI. Consistency of memorials is important. The Perth Airport Municipalities Group should also address this issue.	
12.10 Mr. Wells said that explaining to residents how they would be affected by noise is difficult, and that audio-visual equipment may be necessary.	
12.11 Mr. Geraghty agreed with Mr. Kidd that this issue should be considered by the Perth Airport Municipalities Group.	
12.12 Mr. Heidi reminded the Committee that aircraft alone do not create noise, and queried whether the effects of train noise are also included as memorials on titles.	
12.13 Ms. Hart explained that the purpose of the information brochure was for local governments to have a uniform response to enquiries about noise. She suggested the memorials should include a statement such as: contact your local council for an information brochure.	
12.14 Mr. Cake suggested that the distribution strategy of the information brochure may need to be reconsidered in greater depth.	
12.15 Ms. Burrows said she would work on this issue within local government and contact the state government as well.	Ms. Burrows
12.16 Mr. Kidd said that Perth Airport would be happy to oblige in providing information as far as preparation/distribution of the information brochure, but indicated that Perth Airport would not be an appropriate point of call for residents requesting additional information on noise.	
12.17 Mr. But advised the Committee that NSW has a similar clause in memorials that states that it is the resident's responsibility to obtain more information on how the property may be affected by noise.	
12.18 Ms. Burrows reiterated that the decision in the Port Stevens court case is crucial.	
12.19 Mr. Delle Donne indicated that new memorials were put in place at the City of Canning this year, and that DPI was the responsible party in this process. He explained that local councils act to administer the policy developed by DPI. Local councils are not consultants, and residents should be responsible for finding their own information.	
12.20 The Committee agreed that the matter should be referred to the Perth Airport Municipalities Group by Local Government.	
13. OTHER BUSINESS	
<u>Noise from the Driver Training & Education Centre</u>	
13.1 Mr. Geraghty indicated that a number of complaints from Kalamunda residents regarding noise from the Driver Training & Education Centre (DTEC), particularly noise starting at 8am on Saturday mornings. He asked whether there are any conditions on DTEC's lease	



	Action Required
<p>regarding noise.</p>	
<p>13.2 Mr Petersen said that this facility is subject to an ongoing environment management plan.</p>	
<p>13.3 Mr. Cake indicated that he has also received complaints about the DTEC noise and expressed concern that DoE was not involved at the planning stage of the centre. Another state government department is currently preparing a new Memorandum of Understanding between the State Government and Perth Airport and it is hoped to address this shortcoming.</p>	
<p>13.4 Mr. David indicated that this MOU has not been provided to Perth Airport at this stage and it is still being prepared by the State Government.</p>	
<p><u>Proposed Brickworks</u></p>	
<p>13.5 Mr. Geraghty expressed concern over the proposed brickworks from a safety perspective. He suggested that heat generated by the kilns may create a pressure hole in the sky that could be a safety issue for aircraft. Development of a power station near Broome Airport was prevented for this reason. Dust from the brickworks may also cause a safety issue if it enters aircraft engines. A brickworks will produce a negative reaction from the public, and this will make community consultation on noise issues more difficult.</p>	
<p>13.6 Ms. Hart agreed that the brickworks may push the community "offside" and that more noise complaints may be made as a result.</p>	
<p>13.7 Mr. But explained that the heat plumes created by a brickworks are in no way comparable to those of a power station.</p>	
<p>13.8 Mr. Kidd noted the members concerns but emphasised that the proposed brickworks is not a noise issue.</p>	
<p>13.9 Ms. Burrows indicated that the proposed brickworks are of growing concern to a number of local councils.</p>	
<p>The meeting closed at 12:05 pm</p>	



PERTH AIRPORT NOISE MANAGEMENT STRATEGY COMMITTEE
FINAL MINUTES OF MEETING – WEDNESDAY 27 OCTOBER 2004

PRESENT

Chairman
Muir, Graham Perth Airport

Members or Member's Representative

Atkinson, Geoff	Perth Airport	Mojica, Cristina	DOTARS
Burrows, Sue	Shire of Kalamunda	Petersen, Torb	Perth Airport
But, Adrian	Airservices Australia	Ponton, Gavin	City of Canning
Chemello, Leanne	Perth Airport	Sellick, Andrew	Qantas Airways
Collins, John	City of South Perth	Smith, Frank	Pearl Aviation
David, Sean	DPI	Wilkie, Kim	Member for Swan
Heidl, Nick	Bellevue Action Group		
Kidd, Neil	Perth Airport		
Lipple, Phillip	Canning Community Rep	<u>Observers</u>	
Marks, Phil	City of Belmont	Godridge, Karen	City of Belmont

The meeting opened at 9:10am.

Mr Muir welcomed everybody to the meeting at the new venue of 150 East. Everyone was asked to introduce themselves to the Committee. Mr Muir announced he had to leave the meeting at 10:00am and advised that Mr Kidd would be chairing the remainder of the meeting.

Mr Muir welcomed Ms Tina Mojica from DOTARS in Canberra and thanked her for coming.

1. APOLOGIES

Apologies were received from: -

Geraghty, Terry	Shire of Mundaring	Lekias, Michael	City of Canning
Hart, Sue	The Guildford Association	Richardson, Martin	City of Swan
Henry, Stuart	Member for Hasluck	Scott, Sam	Rep. for Member for Pearce

2. MINUTES OF PREVIOUS MEETING – 30 JUNE 2004

There were no comments made regarding the previous minutes and they were accepted as a true and accurate record of the previous meeting.

3. MATTERS ARISING FROM THE MINUTES

- 3.1 Clause 3.11 - Mr Atkinson advised that Mr Miller had produced figures as to the adherence by operators of full-length take-offs on runway 03. This information was posted to members prior to the meeting. Tabled at the meeting was diagrammatic and graphical representation of this data.

**Action
Required**



**Action
Required**

4. CORRESPONDENCE

- 4.1 Mr Muir referred to correspondence attached to the agenda, posted to members prior to the meeting. There were no comments.

5. PRESENTATION - TORB PETERSEN – TRANSPARENT NOISE INFORMATION PACKAGE – CONTOURS VIEWER (TNIP – CV)

- 5.1 Mr Petersen gave a presentation of the Transparent Noise Information Package. TNIP – CV is a viewer which gives the user an insight into the components that make up noise contours.
- 5.2 Mr Petersen advised that this software package has been developed by DOTARS and was given to Perth Airport. Perth Airport purchase the data from Airservices Australia for use in this package. This data is also used for the production of ANEIs and N65 contours.
- 5.3 Ms Burrows said DOTARS had advised her to go through the Noise Management Strategy Committee to purchase this package from DOTARS.
- 5.4 Questions arose as to who will have access to the TNIP package and what is it to be used for.
- 5.5 Mr Kidd informed the Committee that misinterpretation of results is a danger. Even though noise contours are shown no indication of duration is given. It may also reduce property values.
- 5.6 Ms Mojica explained that TNIPs was developed to give communities a better explanation of how aircraft noise directly effects them. This came about because of the limitations of, and the misinterpretation of ANEF plans. ANEF plans are land use planning tools developed using future data, whereas TNIPs considers single events of historic data. Airservices Australia do extensive studies before a flight track is changed. Therefore the TNIPs package is for information only, and not to be used to justify changes. It can also be used as a discrete way of showing airlines how they have operated.
- 5.7 Mr Petersen said that this package was used to view noise contours when considering the noise bund at the 03 runway end. This showed little benefit to residents in Cloverdale by the extension of the bund to the south. The most benefit will come when future buildings are constructed in the area between the runway and Tonkin Highway. Herring Storer's advice is that a wall along Tonkin Highway would only benefit the 1st line of houses from road noise, but would have little affect on aircraft noise. Reducing road noise would make aircraft noise more noticeable.
- 5.8 Mr Marks agreed that the extension to the bund would probably not give a benefit and that a site visit by him and Mr Wilkie confirmed that traffic along Tonkin Highway was the main source of noise. This noise does reduce the noticeability of aircraft noise, but may not be the case at night. He said that he would like to see this issue as an agenda item at the next meeting when Mr Macpherson is present. He would also like support from Perth Airport to assist with Main Roads agreeing to a wall.
- 5.9 Mr Muir told the Committee they could speak to Mr Petersen outside of the meeting should they have any further queries regarding the presentation.

Mr Atkinson

The Committee stopped for a brief break at 10:00am and Mr Muir departed.

The meeting reconvened at 10:10am.



Action
Required

6. PRESENTATION - AIRSERVICES AUSTRALIA - FLIGHT TRACKS AT PERTH AIRPORT

- 6.1 Mr But gave a brief presentation of a population analysis for various approaches from the west for aircraft landing on 03 Runway. Refer to charts handed out at the meeting for details.
- 6.2 Mr Lipple argued that this did not show the actual aircraft noise effects on populations because decent profiles over populated areas for each track would be higher the further they are from the runway.
- 6.3 Mr But explained that this analysis does not look at noise footprints. It only looks at population figures, based on ABS statistics, and counts how many people are within each flight track envelope. He made the point that the alternative tracks would effect residents not previously under a flight track, which historically results in huge increases in complaints.
- 6.4 Ms Burrows pointed out that the most southern track (36,000) is in an area that will experience the most growth. This future growth in numbers should also be taken into consideration.
- 6.5 Mr Collins asked that if we can't shift a flight track, then what can be done to minimise the noise impact. He doesn't believe there is a consultation of all relevant parties.
- 6.6 Mr Sellick said that airlines have consulted and continue to consult with Airservices. As long as safety is not compromised, airlines have developed procedures over many years to ensure that the minimum of noise is generated.
- 6.7 Mr Kidd agreed that a lot of work over many years has been done to reduce aircraft noise over communities. Mr But has produced what the Committee requested. We now need direct questions.
- 6.8 Mr Lipple was pleased to see that progress on this issue has been made. He believed that the main issue now is to look at the existing flight track (62,400) and ask why B747s fly this track visual at night. Heavy jets should not be operating at low levels.
- 6.9 Mr Petersen pointed out that all international aircraft operate with instruments from 10 nautical miles, except Qantas.
- 6.10 Mr Lipple believed that 21 departures turn too early to the west. All decent and take-off profiles should be looked at.
- 6.11 Mr Wilkie did not believe that the problem was with the aircraft profile, but rather it was one of deviation from the narrow river and flying over Rossmoyne and Manning.
- 6.12 Mr Sellick said that Qantas would investigate.
- 6.13 Mr Heidel said that he disagreed with the data shown and said this needed to be taken further. He said his specific requirement to Airservices would be to:
 - a) have a computer model to provide an idea of the noise levels
 - b) have mobile noise monitors.
 Mr Heidel said this should be done ASAP.
- 6.14 Mr Collins suggested that the population figures do give enough indication.
- 6.15 Mr But informed the Committee of current trials for continuous descent profiles using new technology.
- 6.16 Mr Sellick said that these trials are looking at the feasibility of using on-board computers to fly aircraft from top of decent to the runway, thus flying the same profile each time. This technology is only available for some aircraft at this stage.

Mr Sellick



**Action
Required**

6.17	Mr Kidd suggested that Airservices provide noise footprints for the flight track over the river, and to consider what can be done before the next meeting.	Mr But
7. FLIGHT TRACKS OVER HOVEA		
7.1	Mr Kidd advised that this matter should be deferred due to Mr Miller being absent from the meeting.	
7.2	Mr Atkinson mentioned that this item had basically been covered in the correspondence from Airservices attached to the agenda. Perth Airport would reply to Mr Brooks after consultation with Airservices.	Mr Atkinson
8. THE EFFECTIVENESS OF CURRENT PROCEDURES FOR THE IMPROVEMENT OF AIRCRAFT NOISE IMPACTS		
8.1	Mr Kidd advised the AOS document was now before the Committee as a final document.	
8.2	The Committee had no further comment.	
9. LETTER TO AIRLINES FOR NOISY AIRCRAFT		
9.1	Mr Kidd referred to the proposed letter to airlines tabled at the meeting.	
9.2	Mr But made the comment he was a little concerned that the airlines would find this letter offensive in that they are currently certified to operate as they do.	
9.3	Mr Kidd shared the same view and said Perth Airport would hold off sending the letter out pending future discussion. The Committee agreed the criteria to be used to trigger such letters needs further investigation, and this will be discussed at the next meeting.	Mr Atkinson
10. EARTH BUND 03 RUNWAY END AND NOISE WALL TONKIN HIGHWAY		
10.1	Mr Kidd said that this topic had been covered already during the meeting (see clause 5.7 & 5.8) and work will be carried out by Herring Storer Acoustics. Their report will be tabled at the next meeting.	Mr Atkinson
11. PROGRESS ON AIRCRAFT NOISE INFORMATION AND COMMUNITY AWARENESS		
11.1	Mr Atkinson advised that the Sub-committee had met with Herring Storer to suggest amendments to their report, "Insulating an Existing Home from Excessive Aircraft Noise". Herring Storer have produced a second draft but more work is needed.	
11.2	Perth Airport is currently amending this report. The Committee is to meet again to finalise this document.	Mr Atkinson
11.3	The distribution of the brochure will not proceed until everything promised in it is finalised. Perth Airport has some work to do as well as DoE in producing a "Aircraft Noise Health Information Fact Sheet".	Mr Atkinson Mr Macpherson
11.4	Some members of the Committee expressed concern at the legal implications that may arise from the brochures distribution.	
11.5	Mr Kidd asked the Committee if anyone would object to delegating authority to the Sub-committee to distribute the brochure in the near future.	



		Action Required
11.6	The Committee agreed subject to legal review.	Mr Atkinson
12.	ENGINE GROUND RUNNING REPORT – MAY 2004 TO JULY 2004	
12.1	Mr Petersen ran through the highlights from this report.	
12.2	The Committee had no queries or comments.	
12.3	Mr Petersen referred to the graph on the last page and referred to the increase in noise complaints for July and August. This was due to the public reaction for southern approaches to runway 03 using the ILS.	
Ms Mojica departed the meeting at 11:05am to catch her flight to Canberra.		
13.	NOISE AND FLIGHT PATH MONITORING REPORT (PH04Q2) APRIL TO JUNE 2004	
13.1	Mr But made the comment that in the quarterly report the negative values in the graphs at Appendix B were due to equipment malfunction.	
14.	OTHER BUSINESS	
<u>Reconstruction of Runway 06/24</u>		
14.1	Mr Petersen advised that re-construction of Runway 06/24 would occur over a 6 month period. He said that due to this, the cross runway would need to be closed for significant periods of time. Preliminary works will occur in December 2004 with closures commencing in January through to May/June 2005.	
14.2	Mr Petersen said that most aircraft will be operating on the main runway whilst the cross runway is closed and that due to this, areas to the north-east and south-west of the cross runway will notice a reduction in noise during this time. This may cause noise complaints from these areas once the cross runway is re-opened. Mr Petersen said Perth Airport will publicise this work and keep Councils aware of what is happening.	Mr Petersen
14.3	Mr Collins made the suggestion that perhaps Perth Airport could release a joint letter with the Councils advising communities that they are working together on this.	Mr Petersen
14.4	Mr Kidd expressed his concurrence with this suggestion and said it will be important to keep the community aware of what is being done at this time.	
<u>Memorials on Titles</u>		
14.5	Ms Burrows said that the way in which purchasers of properties are being advised of aircraft noise through memorials on titles is not sufficient. A court case at Port Stevens has found that memorials are not sufficient and new ways need to be found.	
14.6	Ms Burrows said that the wording of the memorials needs to be looked at by the Committee. Local Government are informing purchasers of property on technical grounds and are not qualified to do so.	
14.7	It was agreed that this would be tabled at the next meeting and Ms Burrows would make suggestions.	Ms Burrows
14.8	Mr Wilkie said that Local Government could be liable. It should not be up to this Committee to decide. Advice is needed from elsewhere.	



**Action
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Hushkitted 727s

- 14.9 Mr Petersen and Mr Kidd have had talks with DOTARS on this issue. The Minister's attempt to phase out these aircraft has failed. It may be left to the airport to impose restrictions.
- 14.10 Mr But advised that these aircraft are causing increasing problems in Australia. Australian Air Express and National Jet are well aware of the noise problems. They are planning for the first delivery of B757s by 2006 and a progressive phase out of the B727s by 2010. The availability of B757 aircraft is restricted.

New Committee Members

- 14.11 Mr Heidel said that he and other Committee members felt they should be made aware of proposed new members to the Committee prior to them actually joining. He said he and others felt it could cause conflict if too many new members were introduced without the whole Committee deciding beforehand.
- 14.12 Mr Heidel said that the purpose of the Committee was to consider noise in the worst effected areas surrounding the airport. New members may represent areas with little noise effect compared to other areas. This could cause unbalanced discussion that is not relevant.
- 14.13 Ms Burrows agreed that whilst this is at the discretion of the Chairman of the Committee, where is the line drawn with regards to new members. New members often introduce discussion that has previously been dealt with. The Committee should be concentrating on seriously effected areas.
- 14.14 Mr Kidd accepted these comments. Perth Airport should have informed the Committee beforehand.

Unusually loud A330

- 14.15 Mr Petersen referred to the Airservices table "Aircraft Noise Exceeding 80dB(A) – June 2004" that was handed out at the meeting. He questioned the excessively high decibel level of 103.4 for the Airbus A330 over the Guildford Noise Monitoring Terminal.
- 14.16 Mr Sellick said that this was a Qantas flight. He has checked and there is nothing unusual on the Qantas data base to suggest why this happened. It may have been wind shear necessitating more thrust when the aircraft was directly over the monitoring terminal.

The meeting closed at 11.45 pm



PERTH AIRPORT NOISE MANAGEMENT STRATEGY COMMITTEE

FINAL MINUTES OF MEETING – WEDNESDAY 30 JUNE 2004

PRESENT

Chairman
Muir, Graham Perth Airport

Members or Member's Representative

Atkinson, Geoff	Perth Airport
Burrows, Sue	Shire of Kalamunda
Collins, John	City of South Perth
Devenish, Stuart	City of Canning
Gaynor, Drew	DPI
Geraghty, Terry	Shire of Mundaring
Hart, Sue	The Guildford Association
Jackson, Sharryn	Member for Hasluck
Kidd, Neil	Perth Airport
Lippie, Phillip	Canning Community Rep
Macpherson, John	Dept. of Environment
Marks, Phil	City of Belmont
Miller, Iain	Airservices Australia
Petersen, Torb	Perth Airport

Richardson, Martin	City of Swan
Scott, Sam	Member for Pearce
Sellick, Andrew	Qantas Airways
Wells, Ross	City of Gosnells
Wilkie, Kim	Member for Swan

Observers

But, Adrian	Airservices Australia
David, Sean	DPI
Dundas, Barbara	The Guildford Association
Godridge, Karen	City of Belmont
Jones, Ross	City of Canning

The meeting opened at 10.05 am.

Mr Muir welcomed everybody to the meeting and seeing that the Committee had some new members and there were some visitors, he asked everyone to introduce themselves to the Committee.

1. APOLOGIES

Apologies were received from: -

Michael Lekias	City of Canning
Wilson, Ashley	DPI

2. MINUTES OF PREVIOUS MEETING – 17 March 2004

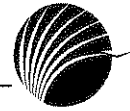
- | | Action Required |
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| 2.1 <u>Clause 6.5</u> Amend to "Ms Hart said Guildford was part of Mr Smith's electorate at the time of his last mail out campaign, yet although Guildford is worst affected by aircraft noise it was not included". | |
| 2.2 <u>Clause 13.7</u> Replace "has been" with "were" and add "now" after Airservices. | |

3. MATTERS ARISING FROM THE MINUTES

- | | |
|---|--|
| 3.1 <u>Clauses 3.11 to 3.13</u> Mr Atkinson informed the Committee that the Sub-Committee responsible for noise information to communities has not met recently. However, progress has been made. The brochure is finished. Perth Airport has appointed Herring Storer, acoustic consultants, for a report on ways to insulate existing homes from aircraft noise. A preliminary report will be available for the Sub-Committee in late August and a draft report | |
|---|--|



	Action Required
available for the NMSC meeting at the end of September.	
3.2 Mr Muir stressed the need for the Sub-Committee to meet again in order to progress this matter to finalisation.	Mr Atkinson
3.3 <u>Clauses 3.17 to 3.20</u> The two issues to consider are the extension to the airport's noise bund near the end of runway 03 and the possibility of a noise wall along Tonkin Highway.	
3.4 Mr Petersen said that investigation has shown that a noise wall along Tonkin Highway would not provide a benefit of reducing aircraft noise to residents. This is because aircraft taking off to the south are airborne and quite high at the 03 runway end.	
3.5 Mr Macpherson's view was that for aircraft starting their take-off to the north at this end of the runway, the bund does have a benefit and a noise wall along Tonkin Highway should also benefit residents close to the wall.	
3.6 Mr Petersen said the existing bund does provide some benefit to residents directly opposite the 03 runway end. However, to extend the bund south believing this will benefit residents to the south of the 03 runway end is incorrect. These residents are much further away and investigation shows that aircraft noise levels for these residents are low for northern take-offs.	
3.7 Mr Marks believed that work done by the Department of Environment showed the bund to be a benefit by reducing aircraft noise by 4 to 5 dB(A). Therefore by extending the bund to the south should also give a benefit to residents near the corner of Tonkin and Leach Highways. A noise wall along Tonkin Highway would be a definite benefit to residents from road noise.	
3.8 Mr Macpherson said that he would need to revisit his analysis to confirm noise reduction levels.	
3.9 Mr Wilkie informed the Committee that he has looked at the problem on site and suggested that he and a representative from Belmont visit the site together to locate where the noise problem is for residents.	
3.10 Mr Muir said that more work is obviously needed and Perth Airport would liaise with Belmont.	Mr Petersen
3.11 <u>Clause 13.16</u> Mr Miller explained to the Committee that he is new to the position of Unit Supervisor, but as well as his new role he is also required at the air traffic consoles. He has therefore had no time to provide figures as to the adherence by operators of full length take-offs on runway 03/21 between the hours of 2300 and 0600. He agreed to provide these figures.	Mr Miller
3.12 <u>Clauses 12.6 to 12.8</u> Mr Wilkie questioned the reason for aircraft flying over Waterford which are deviations from the flight track over the river.	
3.13 Mr Petersen and Mr Miller explained that for arrivals on the 03 runway, from the west and along the river, aircraft are required to be on a 5 mile (nautical mile) final. (i.e. in line with the runway 5 miles from the airport). Three approach options are available:	
1. Visual.	
2. VOR/DME.	
3. ILS/DME.	
<u>Definitions of Navigational Aids:-</u>	
VOR: VHF (Very High Frequency) Omni Range.	
DME: Distance Measuring Equipment.	
ILS: Instrument Landing System.	



	Action Required
<p>When aircraft are tracking to 5 mile final they are following a 'visual procedure' which is depicted on the approach charts and that the distance at which they intercept the final approach path to runway 03 is 5DME from touchdown.</p> <p>Air traffic control expect aircraft to follow this procedure when authorised to do so and assign levels consistent with a 3° glide slope.</p> <p>The tracking options (the three nav aids) are really how the pilot in command establishes that the track made good is actually taking him to a 5DME final.</p>	
<p>3.14 Mr Collins confirmed Mr Wilkie's concern and said that aircraft come directly over Waterford and even to the north of Waterford, which is a substantial deviation from the flight track. He asked if the reason for this is that it is a shorter route to the runway end.</p>	
<p>3.15 Mr Miller said that aircraft are required to track to a 5 mile final. Aircraft are turning left onto a 5 mile final at about the Carousel shopping centre.</p>	
<p>3.16 Mr Collins asked how aircraft path location and height relate to these landing procedures and is the pilot given any delegation to choose his own path and height.</p>	
<p>3.17 Mr Sellick said that the pilot must maintain the height given to him by the air traffic controller.</p>	
<p>3.18 Mr Miller said that the height is consistent and this track has been established for some time, about 10 years. What has changed is the mix of aircraft. Aircraft maintain heights to relate to a 3° glide slope which is about 1,500 feet at 5 mile from the runway end.</p>	
<p>3.19 Mr Muir said that this is difficult to follow without referral to a map and suggested that a power point map be provided at future meetings to aid in discussion and understanding.</p>	Mr Atkinson
<p>3.20 Mr Jones said that there are no inaccuracies in aircraft instruments and tracks and heights can be adhered to. Current procedures are in place to take aircraft to a 5 mile final. If an aircraft is fast it will fly a larger radius turning onto this final compared to a slow aircraft that will turn on a tighter radius. Procedures could be introduced to ensure that aircraft fly over the river while still satisfying the 5 mile final requirement. Aircraft to intercept at 5 mile could aim for 6 mile.</p>	
<p>3.21 Mr Geraghty said that there seems to be fundamental change in understanding. In the past he understood that aircraft had difficulty staying exactly on track and there was a spread on either side. Now it seems that aircraft can be more exact and remain on track.</p>	
<p>3.22 Ms Hart said that this could be a problem. Airservices have a policy to share noise so putting all aircraft exactly on a track would give residents under that track too much noise.</p>	
<p>3.23 Mr Collins reiterated that the track near Waterford is over the river but aircraft are flying over Waterford and to the north of Waterford.</p>	
<p>3.24 Mr Miller said that the track before the turn is over the river but at some points along this track it does cross over some suburbs. This can be seen by referral to the track plot maps in the Airservices NFPMS reports. The noise abatement procedures are rigidly adhered to.</p>	
<p>3.25 Mr Wells said that light aircraft associated with Jandakot have been flying over his house for many years, but with the 03 ILS he now has commercial jets associated with Perth Airport as well. He did not hear before hand that this would be happening and could not understand how these decisions can be made without informing the community first.</p>	
<p>3.26 Mr Jones informed the Committee that the "Environment Assessment of the Proposed ILS Approach - Runway 03 – Perth Airport – 11 April 2002" is available at the Airservices web site. Mr Jones believed that the 03 ILS was implemented without taking note of this assessment.</p>	
<p>3.27 Mr Wilkie's view was that departures are more of an issue than arrivals. There seems to be far more track deviation on departures. He referred to the track plot maps in the Airservices</p>	



	Action Required
NFPMS reports and noted that the tracks on departure to the north are more concentrated than the tracks to the south.	
3.28 Mr Muir said that what this Committee is searching for is to see if there are changes that can be made to lessen the impact of aircraft noise on communities. There is technical confusion at present on this issue and he suggested that Mr Miller coordinate the setting up of a Sub-Committee to report back its findings at the next meeting of the Committee. He suggested the inclusion of representatives from Airservices, South Perth and Canning. Mr Miller agreed to the formation of a Sub-Committee.	Mr Miller
3.29 Mr Devenish said that this discussion indicates that the issue stems back to the responsibility of Federal Government agencies and strengthens the need for an independent arbitrator.	
3.30 Mr Miller referred back to departues and said that the SIDS (Standard Instrument Departures) are not cancelled. To the north the airspace around Pearce is to be considered and to the south aircraft must clear Jandakot.	
3.31 Mr Kidd agreed with Ms Hart, saying that to concentrate aircraft on tracks further out from the airport would be detrimental to the communities under these tracks.	
3.32 Mr Lipple referred to his submission to the Committee in August 2003 requesting reviews of noise abatement procedures and aircraft flight paths and his repeated requests for answers. Airservices should respond.	
3.33 Mr Muir said that the Airservices Sub-Committee would include this in there discussions. It is a role of the Noise Management Strategy Committee to consider the impact of aircraft noise on communities and where appropriate to seek expert advice. The Committee will look forward to the Airservices Sub-Committee report at the next meeting.	Mr Miller
4. CORRESPONDENCE	
4.1 Mr Muir referred to the correspondence attached to the agenda, posted to members prior to the meeting and noted two new letters:- <ul style="list-style-type: none"> ▪ From the City of South Perth informing the Committee of the appointment of Mayor John Collins to the Committee. ▪ From Mr Harvey concerned with the increase in aircraft over Kelmscott. 	
4.2 Mr Geraghty referred to the letter from Mr Brooks concerned with the increase in aircraft flights over Hovea and asked for this to be discussed later in the meeting.	
5. ENGINE GROUND RUNNING REPORT – JANUARY TO APRIL 2004	
5.1 Mr Petersen referred members to the Engine Ground Run Report, January to April 2004, posted to members prior to the meeting. This report shows an increase in engine ground run complaints, for each month, that can be correlated to engine ground runs.	
5.2 Mr Macpherson referred to the January report saying that the complaint on 12-01-04 should relate to event 29 not 28. He also questioned why there is an increase in complaints.	
5.3 Mr Petersen said it is hard to tell. It may be due to weather when we have quiet still nights or cloud cover which can increase noise. Some people may confuse an engine ground run with the reverse thrust of a landing aircraft and this can be the case when a complaint cannot be correlated with an engine ground run.	
5.4 Mr Muir said that it could also be that some people have not complained before but are now doing so. Engine ground runs can cause a disturbance, however the number of complaints are low.	



**Action
Required**

- 5.5 Mr Petersen said that records show that it is usually the same people that complain.
- 5.6 Ms Dundas thought that the idea of a fridge magnet with the complaints phone number on it was a good idea. There was such a magnet years ago. Some people do not know who to ring if they have a complaint.
- 5.7 Mr Muir said that the Airservices aircraft noise enquiry line is published in the phone book and messages can be left after a recorded message, 24 hours a day.

6. NOISE AND FLIGHT PATH MONITORING REPORT (PH04Q1) – JANUARY TO MARCH 2004

- 6.1 Mr Petersen said that these reports are an excellent resource for new members to understand the aircraft operations and their environmental effect on communities surrounding Perth Airport. These reports are now available on the Airservices web site.

7. AIRCRAFT NOISE LEVELS AT 122 RENO ST. EAST CANNINGTON FOR VARIOUS AIRCRAFT

- 7.1 Mr Petersen referred to a City of Canning document posted to members and discussed at our last meeting on 17 March 2004. This document showed actual aircraft noise readings taken at 122 Renou Street, East Cannington.
- 7.2 From desktop modelling done by Mr Petersen, he presented noise levels at the same address for various aircraft types on long haul flights to and from places like South Africa, Hong Kong and Dubai.

Aircraft	<u>21 Departures</u> dB(A)	<u>03 Arrivals</u> dB(A)
B747-400	77	68
B727-(HK)	79	65
B747-200	82	70
B737-400	68	62
B767	73	64
BAe 146	65	58
F50	58	56

- 7.3 These figures are in line with the recorded readings stated in the City of Canning document.
 - 7.4 Mr Devenish thanked Mr Petersen for this modelling.
- 8. EARTH BUND 03 RUNWAY END AND NOISE WALL TONKIN HIGHWAY**
- 8.1 Discussed previously under Matters Arising from the Minutes. Refer to Clauses 3.3 to 3.10.
- 9. PROGRESS ON AIRCRAFT NOISE INFORMATION AND COMMUNITY AWARENESS**
- 9.1 Discussed previously under Matters Arising from the Minutes. Refer to Clauses 3.1.



**Action
Required**

10. CRITERIA TO TRIGGER LETTER TO AIRLINES FOR NOISY AIRCRAFT

- 10.1 Ms Hart tabled a letter she had drafted to inform airlines of when their aircraft are particularly loud, and read this letter to the Committee. Refer to letter for details.
- 10.2 This is meant to be purely a source in information to airlines as well as giving airlines an opportunity to respond. With records kept it will be a valuable data base to refer to. Airservices could provide the data for the loudest regularly scheduled aircraft movement recorded at each of the Noise Monitoring Terminals.
- 10.3 The latest Airservices figures were tabled by Mr But in his report "Report on Aircraft Noise Events Exceeding 80dB(A) – March 2003 to May 2004.
- 10.4 Ms Hart suggested that Mike Hoare from Airservices Perth could coordinate this exercise and distribute letters each quarter.
- 10.5 Mr Muir was willing to sign such letters and thought it was beneficial for the airlines to be aware that this Committee is monitoring flights. Perth Airport will liaise with Airservices to implement such a procedure.
- 10.6 Mr Sellick informed the Committee that for Qantas such a loud aircraft flight would be for a long haul flight and therefore unavoidable.

Mr Atkinson

11. THE EFFECTIVENESS OF CURRENT PROCEDURES FOR THE IMPROVEMENT OF AIRCRAFT NOISE IMPACTS

- 11.1 Mr Muir referred to the draft report from AOS Airport Consulting on this issue, posted to members prior to the meeting, and asked for comment.
- 11.2 Mr Gaynor referred to recommendations 5 and 6 on page 28. Agreement from DOTARS will be impossible because they cannot default their responsibilities, particularly in relation to a Ministerial direction, to an independent consultant.
- 11.3 Mr Devenish acknowledged the findings of this study which supports his view that Federal agencies are not fulfilling their responsibilities. They are not being proactive. DOTARS has the oversight of Airservices and Airservices has a Ministerial direction stating the activities they are responsible for. In the Airservices Protocol associated with this Committee, Airservices have omitted their role as stated in this direction. This Committee should recognise this and should acknowledge that it is unacceptable.
- 11.4 Mr Gaynor said similar problems are being experienced by the Jandakot Committee.
- 11.5 Mr Muir said that Airservices do attend our meetings and provide information and explanation on a range of issues. It is debatable however, whether Airservices are carrying out their role as listed in their Ministerial direction.
- 11.6 Mr But questioned where Airservices are not fulfilling their role.
- 11.7 Mr Devenish said that one example is that many requests have been made for a review of noise abatement procedures and this has not eventuated.
- 11.8 Mr But replied that when noise abatement procedure audits are carried out they satisfy DOTARS requirements.
- 11.9 Mr Geraghty believed that there is no doubt Airservices provide information and explanation to this Committee. The problem is that it is a reactive response, not proactive.
- 11.10 Ms Hart gave another example by referring to the introduction of full length runway take-offs. This exercise took far too long. Airservices at the time provided very good reports but was lacking in meaningful explanation.

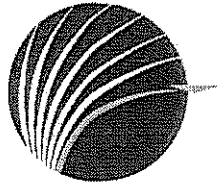


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| 11.11 | Mr Lipple referred to past minutes that lists some response to his flight track investigation request, but there was not a full response with explanation. | |
| 11.12 | Mr Muir did not totally accept all this criticism saying that Airservices has provided information and explanation to this Committee on many occasions. It seems that some members however have an expectation that Airservices will provide more. | |
| 11.13 | Ms Hart supported the recommendation for an independent specialist. | |
| 11.14 | Mr Devenish referred to Jandakot saying that in 1998 a study was funded and in the course of 5 years nothing eventuated. Another later study found that Airservices was not fulfilling its role and that improvements could be made. After nearly 6 years nothing has eventuated and the issues still need to be resolved. | |
| 11.15 | Mr Collins asked if this problem was occurring within other airport committees around Australia or was it particular to Perth Airport only. | |
| 11.16 | Mr But said he was involved with many committees, some similar to ours and others quite different. He gave a short description of some of them but failed to answer the question. | |
| 11.17 | Ms Hart has investigated aircraft noise related issues at many sites around the world and constantly finds committees very passionate about their concerns, because of the difficulty in dealing with large agencies. She therefore suggested that the same problem with Airservices would be experienced at other airports in Australia. | |
| 11.18 | Mr Muir said that the draft report from AOS Airport Consulting has not had any amendments made to it. This has now been tabled so it is a public document. There is a general perception that Airservices are not fulfilling their role, even though this is challenged by Mr But. The main point for consideration is the appointment of an independent specialist. | |
| 11.19 | Ms Jackson believed that the community representatives should have access to an independent specialist and that funds should be sort from DOTARS for this purpose. | |
| 11.20 | Mr Marks pointed out that it is very disappointing that DOTARS do not send representation to our meetings. | |
| 11.21 | Mr Muir said that DOTARS problem is that they do not have an expert to send to our meetings as well as not having the funds. However, Perth Airport will continue to pursue this matter because they should provide the expertise and attend out meetings. | |
| 11.22 | Mr Muir also informed the Committee that the Government has announced the creation of a Directorate of Airspace to be responsible for the regulatory role regarding safety and environment. | |
| 11.23 | Mr Muir summed up be saying the general view was the desire for an independent specialist. He would write to the Minister asking his Department to be the provider of such a person. Airservices are not seen to be fulfilling their role and this issue will be an agenda item at the next meeting. | Mr Atkinson |
| 11.24 | Mr Devenish suggested that the credentials of the AOS study team be added to their report. | Mr Atkinson |
| 11.25 | Mr Wells suggested that AOS should amend recommendation 6. Refer to Clause 11.2. | Mr Atkinson |
| 12. | PRESENTATION – QANTAS – NOISE ABATEMENT PROCEDURES AT PERTH AIRPORT | |
| 12.1 | Mr Sellick gave a presentation showing the take-off procedures for Qantas B767 aircraft. | |



	Action Required
13. FLIGHT TRACKS AT PERTH AIRPORT	
13.1 This issue discussed previously and will be included in discussions at the Airservices Sub-Committee. Refer to clause 3.28.	Mr Miller
14. PRESENTATION – TORB PETERSEN – TRANSPARENT NOISE INFORMATION PACKAGE – CONTOURS VIEWER (TNIPS-CV)	
14.1 Unfortunately there was no time for this presentation and it will be carried over to our next meeting.	
15. OTHER BUSINESS	
<u>ILS</u>	
15.1 In answer to a question, Mr Miller indicated that new arrival tracks for the 03 ILS turn onto final at 10 mile out, just south of Jandakot.	
<u>Visit to Airservices</u>	
15.2 Mr Muir requested from Mr Miller if a tour of the Air Traffic Control Centre would be possible for Committee members.	
15.3 Mr Miller agreed but he would first have to check with his Manager. With the heightened security rules it may be a problem. Mr Miller to contact Mr Atkinson.	Mr Miller
<u>Port Stephens</u>	
15.4 Mr Gaynor informed members of a test case at Port Stephens Council (2 hours drive north of Sydney) and suggested that members keep track of it on the internet. It is alleged that for the 20 to 25 ANEF, memorials on titles are not sufficient to advise purchasers of aircraft noise.	
<u>Membership</u>	
15.5 Mr Gaynor said this would be his last meeting and that their new representative on the Committee will be Mr Sean David.	
<u>Hovea</u>	
15.6 Mr Geraghty referred to the letter from Mr Brooks concerned with the increase in aircraft flights over Hovea and how the Committee will respond.	
15.7 Mr Muir agreed that Perth Airport would reply and also refer the letter to Airservices to consider.	Mr Atkinson
The meeting closed at 12.30 pm	



PERTH AIRPORT

31 May 2010

Ms Jeanette Radcliffe
Committee Secretary
Senate Rural & Regional Affairs and Transport References Committee
PO Box 6100
Parliament House
Canberra ACT 2600

Via email: Christine.Charity@aph.gov.au

Dear Ms Radcliffe

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

On 28 April 2010, Perth Airport gave evidence at the Perth hearing of the Senate Rural and Regional Affairs and Transport References Committee's inquiry into the effectiveness of Airservices Australia's management of aircraft noise. During the hearing, clarification was sought on the community consultation strategy for the recent resurfacing of the main runway at Perth Airport. Specifically, the Committee has asked for clarification regarding:

- i. who led the community consultation regarding the runway works;
- ii. how it differed from consultation undertaken by Airservices Australia during the WARRP project; and
- iii. why it was so successful.

I would like to provide the following information in response to these three questions:

Background

The Runway Overlay Project involved renewing the surface of Perth Airport's main runway. To ensure the safe operation of our runway, these works must be undertaken every 15 – 20 years.

Perth Airport has a two runway system. The main runway, known as runway 03/21, is 3,444 metres in length and runs north/south. The cross runway, known as the secondary runway or runway 06/24, is 2,163 metres in length and runs north east/south west.

The first component of the major works undertaken to resurface Perth Airport's main runway was a nine week program of scheduled works which commenced on 1 February 2010 and was completed on 1 April 2010. The works involved a new bitumen surface being laid on the main runway, as well as new lighting installation and line marking.

Careful planning was undertaken by Perth Airport to ensure works had the least impact on our local communities and minimised disruption to airlines. A number of options were considered, with the best outcome for the community selected. This option optimised the dry weather and lessened impacts to airline traffic, noise disruption and the length of the program and involved works being conducted between 7am and 7pm Monday to Saturday with no works after 7pm or on Sundays.

During the daily works, it was essential to close the main runway and divert all air traffic to the cross runway. As a general rule, Airservices Australia limits the number of aircraft movements at the south-west end of the cross runway, due to its close proximity to residential areas. Airservices Australia does however utilise the SW end of the cross runway when weather conditions dictate to ensure safe air operations. These SW aircraft movements are described as '06 arrivals' and '24 departures'. During the maintenance works, it was expected that residents who lived near the SW end of the cross runway in particular would notice an increase in the number of flights over their homes.

Who led the community consultation regarding the runway works?

Perth Airport undertook a significant communications program to ensure all key stakeholders were briefed or advised of the Runway Overlay Project. A detailed list of those consulted is appended to this letter for your reference.

Briefings were held with the seven councils and shires in areas that would likely experience a change in aircraft traffic while the works were undertaken. As a result of these briefings, we were very pleased to see a number of the councils included links from their websites to the Perth Airport website, where dedicated information, including project progress and photographs for interested stakeholders was updated regularly.

Federal and State MPs, Ministers and Senators in those electorates that were likely to experience the change in air traffic were briefed prior to the commencement of the works. Throughout the program of works Perth Airport maintained communication through regular electronic updates on the status of the works.

Communicating the works to local residents was a priority for Westralia Airports Corporation. We undertook a direct mail campaign to approximately 75,000 households and also communicated the nature of the works through advertising in local community newspapers as well as The West Australian. A freecall 1800 number for enquiries was established and manned by Westralia Airports Corporation employees and briefings were held with relevant community organisations, such as ratepayer associations.

To assist residents living in the City of Belmont, the airport's closest neighbours, to understand the nature of the works, we displayed information at the Belmont Forum Shopping Centre prior to and during the works and our staff spoke with over 600 local residents during this time.

We wish to acknowledge the support provided by Airservices Australia in assisting with communicating the nature of our works program to those enquiring through the Aircraft Noise Enquiry Line.

How Perth Airport's consultation differed to consultation undertaken by Airservices Australia during the WARRP project

It is understood that Airservices Australia's consultation during WARRP relied solely on interaction with the Perth Airport Aircraft Noise Management Consultative Committee (PAANMCC). As per Perth Airport's original submission to the Inquiry, we consider the failure to adequately inform elected representatives of communities from Local Government and State and Federal Parliament about the WARRP changes to have been a material deficiency in the process undertaken by Airservices Australia.

It is also apparent that the information provided by Airservices Australia to PAANMCC members was not of a form that would allow members to properly understand the nature and extent of community impact that would result from the WARRP.

Perth Airport has committed to undertaking closer scrutiny of future proposed changes to aircraft flight paths and ensuring we work with Airservices Australia to see that effective community engagement is undertaken.

Why Perth Airport's consultation program was successful

Perth Airport developed and implemented a strategic program of communication to inform key stakeholders and the community about the planned runway overlay works and the associated changes to aircraft movements during the works.

Our program began with a comprehensive identification of relevant stakeholders and we utilised a variety of communication methods to inform key stakeholders and the community, including face to face briefings, a substantial direct mail campaign, the establishment of a dedicated freecall 1800 number, a shopping centre display at Belmont Forum and regularly updated information on the Perth Airport website.

Feedback from the community indicates that our communication program was effective because we:

- communicated with stakeholders early in the process;
- considered the impacts on the community when we developed our approach to the works;
- utilised a variety of communication methods;
- provided regular, ongoing updates on progress; and
- presented information in an easy-to-understand format.

Our communication program gave the key stakeholders and the community direct access to information, which empowered them to seek more information if they wished.

Next steps

While the first component of the runway maintenance work is now complete, a second and final component, 'surface grooving' will be required to complete the project. A decision on the timing of these works will be made in the coming months. Leading up to this component of the works, Perth Airport will be undertaking a further communications program with stakeholders and again, our priorities will be to ensure the impact on the community and airlines is minimised.

Dr Peter Cock
CHIEF OPERATING OFFICER

APPENDIX 1

Briefings undertaken in respect to Perth Airport Runway Overlay Project:

Federal

Steve Irons MP	Member for Swan
Sharryn Jackson MP	Member for Hasluck
The Hon Judi Moylan MP	Member for Pearce
Don Randall MP	Member for Canning
Office of the Hon Stephen Smith MP	Member for Perth
Senator Dr Christopher Back	Senator for Western Australia
Senator David Johnston – briefed in writing	Senator for Western Australia
Senator Scott Ludlam	Senator for Western Australia
Senator Rachel Siewert	Senator for Western Australia
Senator Glenn Sterle	Senator for Western Australia
Mr Tim Hammond	ALP Candidate for Federal Seat of Swan

State

Office of the Hon Simon O'Brien MLC	Minister for Transport
Bill Johnston MLA	Member for Cannington
Hon Alannah MacTiernan MLA	Shadow Minister for Regional Development; Strategic Infrastructure; Climate Change
	Member for Armadale
	ALP Candidate for Federal Seat of Canning
	Member for South Perth
John McGrath MLA	
Office of the Premier	
Hon Eric Ripper MLA	Leader of the Opposition
	Member for Belmont
Hon Michelle Roberts MLA	Member for Midland
Hon Ken Travers MLA	Shadow Minister for Transport
Andrew Waddell MLA	Member for Forrestfield
Hon Alison Xamon MLC	Member for East Metropolitan Region
	Greens Spokesperson

Local

City of Bayswater
City of Belmont
City of Canning
Shire of Mundaring
City of South Perth
City of Swan
Town of Victoria Park

Community Groups

Belmont Ratepayers Association
Fairskies
High Wycombe Community Association
Hillview Retirement Village, High Wycombe