

National Airports Safeguarding Advisory Group

Seventh Meeting

Venue: Novotel Brisbane Airport, Queensland

1000 – 1530 Wednesday 16 November 2011

DRAFT AGENDA

Time	Item	Papers
0930 – 1000	<i>Morning tea will be available</i>	
1000 – 1015	Item 1: Welcome, approval of agenda, approval of draft minutes from previous meeting and update on actions arising from previous meetings (Chair)	7.1.1 7.1.2 7.1.3
1015 – 1030	Item 2: Standing item: update regarding COAG/Cwth/State & Territory processes with a bearing on NASAG (DoIT)	
1030 – 1130	Item 3: Discussion on noise information received from airports and land use planning principles/guidelines (DoIT)	
1130 - 1200	Item 4: Australian Noise Exposure System – current practices and technical endorsement procedures (DoIT)	7.4
1200 – 1245	Item 5: Standing item: update from States and Territories on matters of interest to NASAG (State/Territory representatives)	
1245– 1330	<i>Lunch</i>	
1330 - 1400	Item 6: Communications and Navigation Services infrastructure (AirServices Australia)	7.6
1400 - 1500	Item 7: Guidelines: update on consultation process (DoIT) <ul style="list-style-type: none"> • Wildlife hazards • Protection of Airspace • Wind turbines and wind turbine farms • Lighting and pilot distractions 	
1500 – 1515	Item 8: Update on draft wind shear guidelines (DoIT)	
1515 – 1530	Item 9: Any other business/concluding comments including next meeting and actions required (Chair)	

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1050 – 1130	Item 3: Discussion on noise information received from airports and land use planning principles/guidelines (DoIT)	
1130– 1200	Item 4: Australian Noise Exposure System – current practices and technical endorsement procedures (DoIT)	7.4
1200 – 1240	Item 5: Standing item: update from States and Territories on matters of interest to NASAG (State/Territory representatives)	
1240	<i>Working Lunch</i>	
1250- 1320	Item 6: Communications and Navigation Services infrastructure (AirServices Australia)	7.6
1320 - 1400	Item 7: Guidelines: update on consultation process (DoIT) <ul style="list-style-type: none"> • Wildlife hazards • Protection of Airspace • Wind turbines and wind turbine farms • Lighting and pilot distractions 	
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**NATIONAL AIRPORTS SAFEGUARDING ADVISORY
GROUP
(NASAG)**

7th Meeting
16 November 2011
Brisbane

DRAFT MINUTES

NATIONAL AIRPORTS SAFEGUARDING ADVISORY GROUP

NOVOTEL HOTEL BRISBANE AIRPORT, BRISBANE

16 NOVEMBER 2011

MEMBERS ATTENDING

CHAIR:

Mr Andrew Wilson

Federal Department of Infrastructure and Transport (DoIT)

MEMBERS:

Ms Kym Petani (proxy for Gary Prattley)

WA Planning Commission

Ms Linda Henning

NT Department of Lands and Planning

Mr Tom Gellibrand

NSW Department of Planning and Infrastructure

Mr Chris Murray

ACT Planning and Land Authority

Mr Matthew Loader

SA Department of Planning, Transport and Infrastructure

Mr Mike Milln

SA Department of Planning, Transport and Infrastructure

Mr John Ginivan

VIC Department of Planning and Community Development

Ms Marianne Richards

VIC Department of Transport

Mr Randall Fletcher

QLD Department of Transport and Main Roads

Mr Michael Papageorgiou

QLD Department of Local Government and Planning

Mr Malcolm McGregor

Civil Aviation Safety Authority (CASA)

Mr John Kerwan

Department of Defence

Mr Andrew Sparrow

Airservices Australia

Mr Scott Stone

Federal Department of Infrastructure and Transport

ALSO ATTENDING:

Mr Martin Brown

NSW Department of Planning and Infrastructure

Mr Adam Sutherland
Federal Department of Infrastructure and Transport

Mr Dilip Mathew
Federal Department of Infrastructure and Transport

Ms Nicole Talbot (Secretariat)
Federal Department of Infrastructure and Transport

OBSERVERS:

Ms Tina Jones
QLD Department of Transport and Main Roads

Mr Jason
QLD Department of Transport and Main Roads

Mr Joe Doherty
Airservices Australia

APOLOGIES:

Mr Phil D'Costa
WA Department of Transport

Mr Andy Hrast
Australian Local Government Association

Mr Peter Fischer
Department of Infrastructure, Energy and Resources

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DRAFT MINUTES

3. DISCUSSION ON NOISE INFORMATION RECEIVED FROM AIRPORTS AND LAND USE PLANNING PRINCIPLES / GUIDELINES

This item was addressed under item 2.

4. AUSTRALIAN NOISE EXPOSURE SYSTEM – CURRENT PRACTICES AND TECHNICAL ENDORSEMENT PROCEDURES

Mr Stone provided a brief overview of the agenda paper and said that the ultimate capacity ANEF was regarded by the Department as the best planning tool to guide planning officials. Mr Stone described recommendations made by the Select Senate Committee on Rural, Regional Affairs and Transport in 2010 that the government revise the current process through which ANEFs are developed. He said the Department's position remains that airports should continue to have ownership of the ANEF process and that the Department is working with Airservices Australia to ensure that the technical validity process is as good as it can be.

5. UPDATE FROM MEMBERS ON MATTERS OF INTEREST TO NASAG

Mr Gellibrand advised that the NSW planning system is currently under review and that aircraft noise will be considered as part of this.

Ms Richards (VIC) reported that a workshop was held concerning the released draft NASAG safety guidelines and that the workshop was attended by a number of regional councils.

Ms Richards also advised that work on a study of Melbourne and Avalon airport transport rail links was continuing and was likely to result in protection of transport corridors.

Mr Richards reported that the Moorabbin airport Training Circuit Taskforce has provided its report to the federal Minister for Infrastructure and Transport for consideration.

Mr Ginivan (VIC) reported that as part of the COAG reform agenda, analysis was currently being undertaken concerning the breadth of the Victorian planning system and whether certain issues are best encompassed under the planning system or elsewhere.

NASAG:

1. **AGREED** that work concerning the analysis of the Victorian planning system under the COAG reform agenda would be circulated (Mr Ginivan).

QLD reported that it will shortly commence a review of its aviation State Planning Policy and that talks have commenced with CASA, Airservices Australia and Defence to gather relevant materials.

QLD described legislation currently before the QLD parliament which will mandate notification on property titles of potential noise impacts in certain areas where protections have been applied for. It was reported that Brisbane

airport had expressed an interest in having protections apply, but it was uncertain at this stage whether Queensland legislation could apply to a Commonwealth airport.

Mr Loader reported that due to the instatement of the new SA Premier, a machinery of government process was underway that had seen the Department of Planning and the Department of Transport joined. It was reported that the SA Minister for Transport and Infrastructure also holds the housing and urban development portfolio whilst the Deputy Premier holds the planning portfolio.

Mr Loader reported that the SA Premier plans to establish an urban renewal authority with the task of implementing the 30 Year Plan For Greater Adelaide.

Mr Loader also reported that discussions were continuing with West Torrens Council.

Ms Petani (WA) reported that the Directions 2031 and Beyond planning framework had been released. Ms Petani also reported that the WA Department of Transport has released a public transport plan which aims to link major activity centres together. Airports would be considered major activity centres under the plan.

Mr Murray (ACT) reported that an Eastern Broadacre Planning Study encompassing the eastern side of the ACT where Canberra airport is located has been put to the ACT Cabinet. The study mainly concerns identification of employment lands. Mr Murray also reported that the ACT Planning Strategy is currently out for comment and that the strategy will eventually replace the Sustainable Transport Plan.

Ms Henning (NT) reported on recent statistics which indicate that the Darwin RAAF base provides 900 jobs and \$56 million to the economy. A joint venture to plan for land surrounding the RAAF base is due for completion in mid 2012. Ms Henning reported that Alice Springs airport land was being considered for greenfield development and that appropriate ANEFs would be taken into consideration as part of this process.

Mr Kerwan (Defence) said that the discussions were underway with Point Cook RAAF base concerning the airport's ANEF. Mr Kerwan reported that consultations on the planned joint strike fighter fleet would take place in the 2nd quarter of 2012.

The Chair advised that a report on the Joint Study on Aviation Capacity for the Sydney Region is currently being finalised for consideration by the steering committee and will be put to government as soon as possible.

The Chair also reported that a working group consisting of DoIT, CASA and Airservices Australia was looking at approval procedures for proposed penetrations of protected airspace.

7. GUIDELINES: UPDATE ON CONSULTATION PROCESS

9. OTHER BUSINESS

No further business was raised.

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The Chair also reported that a working group consisting of DoIT, CASA, Airservices Australia and the Department of Defence was reviewing regulatory arrangements for proposed penetrations of protected airspace and a report on the group's work will be provided to NASAG next year.

9. OTHER BUSINEESS

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9. OTHER BUSINEESS

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NASAG

National Airports Safeguarding Advisory Group

Meeting Outcome Action Items

[illegible]

NASAG 7/5	1. Work concerning the analysis of the Victorian planning system under the COAG reform agenda to be circulated	Mr Ginivan	23 December 2011	

1ST MEETING – 23 SEPTEMBER 2011

Agenda Item No: 7

Document: TISOC 11/11

Transport and Infrastructure Senior Officials' Committee

NATIONAL AIRPORTS SAFEGUARDING ADVISORY GROUP (NASAG) PROGRESS REPORT

TISOC

1. **NOTED** the progress report.
2. **AGREED** that the National Airports Safeguarding Advisory Group provide a package with recommendations for the consideration of TISOC by March 2012.



Australian Government

Department of Infrastructure and Transport

Australian Noise Exposure System – summary of current practice and technical endorsement procedures

Under the *Airports Act 1996* (the Act) a Federal airport lessee is obliged to draft an airport Master Plan every five years. A Master Plan must relate to a period of 20 years. This period is called the *planning period*. Once finalised a draft Master Plan is submitted to the Minister for Infrastructure and Transport for approval.

It is a requirement of the Act that a Master Plan includes an endorsed Australian Noise Exposure Forecast (ANEF), flight path maps for the airport and its surrounding areas, and a plan for managing the effects of aircraft noise on areas with significant exposure. Forecasts contained in a Master Plan may be for one or more of the following:

- (a) the whole of the planning period of the plan;
- (b) one or more specified 5-year periods that are included in the planning period of the plan;
- (c) subject to any specified conditions, a specified period that is longer than the planning period of the plan.

Background

The aircraft Noise Exposure Forecast (NEF) technique was first developed in the United States of America in the late 1960s. It was subsequently refined in Australia in 1982.

The NEF system is a measure of the aircraft noise exposure levels around aerodromes. It can be used for assessing average community response to aircraft noise and for land-use planning around aerodromes. In Australia, noise exposure levels are calculated in ANEF units, which take into account the following factors of aircraft noise:

- the intensity, duration, tonal content and spectrum of audible frequencies of the noise of aircraft take offs, approaches to landing, and reverse thrust after landing (for practical reasons, noise generated on the aerodrome from aircraft taxiing and engine running during ground maintenance is not included);
- the forecast frequency of aircraft types and movements on the various flight paths, including flight paths used for circuit training; and
- the average daily distribution of aircraft arrivals and departures in both daytime and night-time (daytime defined as 0700 hours to 1900 hours, and night-time defined as 1900 hours to 0700 hours).

In 1979, the then Department of Transport together with the Department of Defence (DoD) jointly sponsored the National Acoustic Laboratories (NAL) of the Department of Health in undertaking a major socio-acoustic investigation to assess the impact of aircraft noise on residential communities in Australia. The findings of the NAL Report also provided information on the percentage of residents living around established aerodromes who are either moderately or seriously affected by aircraft noise.

Such information, which is called a dose/response relationship, provides the basic information necessary for formulating appropriate recommendations on compatible land use around Australian aerodromes.

Prior to 1982, Australian land use recommendations were essentially similar to the criteria used in the U.S. NEF system. However, with the availability of an Australian dose/response function derived from the NAL Report, criteria used by the US were revised to take into account the general reaction of Australian communities to aircraft noise.

There are three different types of aircraft noise contour charts produced using the ANEF system. All three types of charts are prepared using the same computational procedures. The differences arise from the types of data which have been input to produce the maps. The noise exposure contours for each type of map are expressed in increments of five from 15 through to 40 (the higher the ANEF value the greater the forecast noise exposure).

ANEF (Australian Noise Exposure Forecast) - shows the forecast noise exposure levels that may exist in a future year. It is based on a firm forecast of aircraft movement numbers and operating times, aircraft types, destinations, flight paths and a given use of runways at the aerodrome.

Where a formal technical review of the data and methods used to produce the map has been undertaken the chart will display an official endorsement by Airservices Australia (AsA), or the DoD for Defence Airports. Only one endorsed ANEF chart for a given aerodrome can be current at any one time, ie a more recently endorsed chart supersedes an earlier chart.

An ANEF provides information on potential aviation noise impacts for land surrounding airports and is used by State/Territory land use and planning authorities to guide decisions regarding land use and building standards.

ANEC (Australian Noise Exposure Concept) - are usually produced during consideration of options for aerodrome development or in the planning of a new aerodrome. This type of map is based on a hypothetical set of runways, aircraft types, traffic levels etc. for a specified year and there may be several ANEC charts prepared for the same future year. Because it has a hypothetical basis and not been subject to review by relevant authorities, an ANEC map is not intended for land-use planning purposes and not technically endorsed.

ANEI (Australian Noise Exposure Index) - shows the daily average aircraft noise exposure around the aerodrome for a specific year. It is based on historic data and includes actual traffic information and the types of aircraft that used the aerodrome during that period. ANEI charts are used principally as benchmarks or indicators of change of aircraft noise exposure and were the basis for eligibility in the Sydney and Adelaide Airport noise insulation programs.

A more detailed background on how the current ANEF system was developed and an overview of the technique, including the ANEF formula can be found in Australian Standard AS2021-2000 *Acoustics - Aircraft noise intrusion - Building siting and construction* (AS 2021).

There are three categories of ANEF that may be used in an airport master plan:

Standard ANEF (5-20 years) - this is a forecast of expected aviation noise exposure levels during a specified period of 5-20 years. A standard ANEF includes a forecast of aircraft movement numbers and operating times, aircraft types, flight paths and anticipated use of runways at the aerodrome. Forecasts may have regard to present and anticipated future trends.

Long Range ANEF (20+ years) - This is a forecast of expected aviation noise exposure levels for a specified period greater than 20 years. Forecasts have regard to present and anticipated future trends and may take account of predicted future aircraft types, movement numbers, flight paths and any changes to runway configurations that are expected to occur within the projected period.

Inclusion of a long-range ANEF in a Master Plan is aimed at assisting the States and Territories with planning decisions around airports by identifying where future incompatible development might occur as a result of exposure to expected future levels of aircraft movements and flight paths.

Ultimate Practical Capacity ANEF - This is a forecast of aviation noise exposure levels that are expected to exist when the airport is developed to its ultimate practical capacity. An estimated date of when the airport is expected to reach its ultimate practical capacity must be stated. Forecasts have regard to present and anticipated future trends and may take account of predicted future aircraft types, movement numbers, flight paths and runway configurations that are expected to occur at the point of the airports ultimate practical capacity.

It is the Government's preference that airports prepare ultimate practical capacity ANEFs for inclusion in their Master Plans.

Current practice – to develop an ANEF

Initially, airport lessees engage a consultant to undertake the work of producing the ANEF and associated technical report as part of the Master Plan development/preparation phase. The consultant assembles the necessary data, nominates who accepts responsibility for the correctness of each component of the data and forwards this to AsA for validation. This process includes checking to ensure:

- appropriate aircraft types have been selected;
- correct substitution of group aircraft;
- operational suitability of runway usage, flight path data and destinations;
- forecast aircraft operations not greater than the safe capacity of the aerodrome; and
- weather assumptions, and if nominated, terrain is correct.

Once this basic data has been validated, the consultant prepares the contours and technical report and produces contour maps. AsA reviews the draft contour maps to check and validate that the data has been compiled correctly. The draft contour maps are provided to relevant state and local government for review and comment.

Following this phase of consultation the draft contour maps are submitted to AsA for further validation. This process includes looking at the technical merit of any comments that have been provided. If no further changes are required the ANEF is then endorsed for technical accuracy.

In accordance with the current 'manner of endorsement' approved by the Minister, prior to providing endorsement AsA must be satisfied with the following elements of the ANEF:

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

It should be noted that it is not AsA's role to assess the commercial achievability of the long term traffic forecasts contained in an ANEF.

The 'manner of endorsement' involves reliance on the airport's estimates of future growth potential and ensures that the ANEF reflects the realistic capacity of the airport for the specified timeframe. It is desirable to recognise the full capacity of the airport in planning arrangements, apart from the inevitable uncertainty about when that capacity might be reached.

While not a regulatory requirement, to ensure the highest level of transparency it is the Government's preference that preliminary Draft Master Plans (ie produced for initial consultation with the wider public) include an endorsed ANEF.

Issues

During the development of the National Aviation Policy White Paper the Department identified the potential to improve the current strategies for assessing and managing aircraft noise around airports and under flight paths. As a result the Government made a commitment in the White Paper to examine the technical processes and independence associated with the development and assessment of ANEFs.

This review is currently being undertaken by the Department in conjunction with AsA. While it is widely considered that the data elements of ANEFs are commercially confidential, the underlying ANEF methodology and production processes have the potential to be dealt with in a more transparent manner which would, in turn, raise consumer and public confidence in published ANEFs.

Potential outcomes of the review may include:

- identification of potential opportunities to simplify and/or streamline ANEF development by airports; and
- provision of concise, understandable guidance on ANEF preparation and endorsement for use by airports and industry.

NASAG

National Airports Safeguarding Advisory Group

NASAG 7.1.3

Actions arising from meetings

Action items – status report

Action Item	Action	Responsibility	Status at 24/10/11
NASAG 6/4	Airservices to prepare a paper on protection of Communications and Navigation Services infrastructure for the seventh meeting of NASAG.	Airservices	In progress

Progress on actions arising
from previous meetings

NASAG/5/1	<p>NASAG to provide comment on the following draft guidelines within two weeks:</p> <ul style="list-style-type: none"> • Protection of airspace around airports • Wildlife hazard management • Wind turbine developments • Lighting/pilot distractions <p>The Secretariat to redraft the guidelines as draft documents following receipt of NASAG comments and to circulate them to Members</p> <p>Members to consult on the draft guidelines within their jurisdictions, and ALGA is to consult with local councils, Feedback from the consultations is due back to the Secretariat by 27 June 2011.</p>	Members	Completed
		Secretariat	Completed
		Members	Completed
			Completed
NASAG/5/3	ALGA to invite Port Stephens Council to contact the Chair detailing their concerns in relation to noise at military airports, specifically at RAAF base Williamtown.	ALGA	Completed- ALGA arranged meeting between Port Stephens Council, Defence and NASAG Chair on 15 April 2011
NASAG/4/1	Secretariat to inform AMAC of members' decision to decline membership	Secretariat	Completed
NASAG/4/2	Secretariat to present draft guidelines relating to off-airport wildlife hazards, building-generated turbulence/windshear, wind turbine farms and lighting/pilot distractions at the next meeting of NASAG.	Secretariat	Completed - draft guidelines circulated
NASAG/4/3	Secretariat to provide advice to the Chairs of SCOT and POG regarding the work of NASAG and discuss the process for ministerial council endorsement. Subsequently, NASAG will provide a report to ATC through SCOT.	Secretariat	Completed -SCOT & POG Chairs advised by letter of 10/3/11. Completed
NASAG/4/4	Members to determine the sequence of consultation and briefings process within their jurisdiction/membership and to identify how the principles are currently applied within their jurisdiction/membership.	Members	Ongoing
NASAG/4/5	Secretariat to re-draft principles and circulate to members.	Secretariat	Completed

Progress on actions arising
from previous meetings

NASAG/4/6	Defence to reply to Port Stephens letter regarding military aircraft noise, as tabled by ALGA.	Defence	Completed- ALGA arranged meeting between Port Stephens Council, Defence and NASAG Chair on 15 April 2011
NASAG/4/7	Monitoring of progress with implementing the principles will begin at a future date.	Secretariat	Implementation Plan deferred
NASAG/4/8	Queensland to provide regular updates on progress with proposed encroachment legislation	Queensland	Ongoing
NASAG/3/1	Secretariat to summarise OLS and PANS-OPS issues and procedures and develop an agenda paper for the next meeting.	Secretariat	Completed- draft guidelines have been circulated to councils and other stakeholders such as AAA for comment.
NASAG/3/2	Airservices to provide a paper at the next meeting in relation to the protection of navigation aids.	Airservices	Completed
NASAG/2/3	DoIT and CASA to assist AAWHG develop draft national guidelines regarding the management of off-airport wildlife strike hazards for the consideration of NASAG.	AAWHG assisted by DoIT & CASA	Completed
NASAG/2/4	DoIT, Airservices, Defence and CASA to draft guidelines regarding the management of the impact of wind turbines on civil and military aviation for the consideration of NASAG.	DoIT, Airservices, Defence & CASA	Completed
NASAG/2/5	DoIT and CASA to arrange for the development of draft national guidelines regarding building-generated turbulence based on research conducted in the Netherlands and other related work for NASAG consideration.	DoIT & CASA	Completed
NASAG/1/4	DoIT and Defence to work with Queensland to develop a case study on the application of the Queensland SPP1/02 model.	DoIT, Defence and Queensland Government	To be done post-NASAG 6

NASAG

NASAG 7.1.2

National Airports Safeguarding Advisory Group

Title:	NASAG – DRAFT Record of Sixth Meeting
Date:	18 August 2011
Venue:	Qantas Meeting Rooms, Sydney Airport, Sydney NSW
Time:	1000 to 1450

Attendees:

WA	Gary Prattley	DoIT	John Doherty (Chair)
NT	Mark Meldrum		Scott Stone
NSW	Tom Gellibrand Martin Brown		Dilip Mathew Nicole Talbot
SA	Mathew Loader Mike Milln	Airservices Australia	Andrew Sparrow
VIC	John Ginivan Marianne Richards	ALGA	Andy Hrast
		CASA	Peter Cromarty
QLD	Randall Fletcher	Defence	John Kerwan

Apologies:

ACT	Chris Murray
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Key Discussion Items

Item 1 – Welcome, approval of agenda and draft meeting record and progress on actions arising from previous meetings (John Doherty, Chair)

The Chair welcomed attendees to the sixth meeting. NASAG approved the draft agenda and the record of the fifth meeting.

Mr Loader (SA) requested that agenda papers be distributed to NASAG Members as early as possible prior to meetings.

Mr Stone (DoIT) advised Members that the implementation plan which was scheduled for presentation to NASAG at the sixth meeting had been deferred until the Principles document is finalised. Agreement of the key land use planning principles will provide direction for implementation priorities.

Mr Hrast (ALGA) reported that draft technical guidelines had been distributed to the Australian Mayoral Aviation Council and state Local Government Associations.

Ms Richards (VIC) reported that Victorian officials would be conducting consultations with councils in September concerning the draft guidelines.

Mr Sparrow (Airservices Australia) advised that a paper on the protection of Communications, Navigation and Surveillance infrastructure would be provided at the next NASAG meeting.

Mr Fletcher (QLD) advised that the review of SPP1/02 will shortly proceed and that it would be valuable for the NASAG work to feed into this review.

Item 3 – Standing item: update regarding COAG/Commonwealth/State & Territory processes with a bearing on NASAG (Scott Stone)

This item was addressed under items 1-2.

Item 4 – Update from States and Territories on matters of interest to NASAG (State/Territory representatives)

Mr Meldrum (NT) reported on the outcome of recent land use decisions in Darwin and noted that a joint study was underway with Defence concerning land around the RAAF base.

Mr Meldrum explained that the NT Government was developing 20 'growth towns'. Potential sites for greenfield residential development are currently being considered around Alice Springs with noise contours a factor of these considerations.

Mr Prattley (WA) reported on the success of its 'Royalties for Regions' initiative which is helping regional centres to better compete as centres for employment through improved fly-in and fly-out services. Mr Prattley also reported that a tender process is underway for a hotel development at Port Headland airport.

Mr Gellibrand and Mr Brown (NSW) reported that a review of the NSW planning system is currently underway which will include the creation of new State planning legislation. The review is currently in its scoping stage and is expected to be completed in the next 18 months. It was suggested that this would be a good opportunity to reflect the work of NASAG.

Mr Sparrow (Airservices Australia) reported on the implementation of Required Navigation Performance (RNP) systems and the proposed community consultation process. It is expected that the consultation strategy will be finalised in the next four weeks. Mr Sparrow reported an objective to have initial RNP tracks in Brisbane by the end of the year prior to roll-out in other cities. Airservices is preparing a paper on protection of CNS infrastructure for the next meeting of NASAG.

Action item:

NASAG 6/4

Airservices to prepare a paper on protection of Communications and Navigation Services infrastructure for the seventh meeting of NASAG

Ms Richards (Victoria) reported that a review of Melbourne's urban growth boundaries is underway and that an independent Logical Inclusions Advisory Committee will provide advice to the Victorian Planning Minister who will make a final determination. Some of the boundaries under consideration lie within the vicinity of Melbourne airport.

Ms Richards also reported that the Victorian planning system is currently being reviewed and that an Advisory Committee has been established to consult with community and industry. It was reported that Melbourne Airport will be submitting a Major Development Plan for a proposed expansion of the freight terminal. The ultimate alignment of a potential rail link from Melbourne airport into the city is currently being refined. The layout of the Airport's forecourt may also be reconsidered as part of this project.

The potential for a rail link between Avalon Airport and the existing metro line is also being considered.

Mr Loader (SA) reported that his organisation is continuing to work with West Torrens Council regarding land use planning at Adelaide Airport. Consultations will be held in late October concerning re-zoning of areas around the Adelaide parklands, some of which lie under the flight path.

Mr Kerwan (Defence) reported that it intends to produce new ANEFs for Edinburgh and Amberley RAAF bases by the end of the year. Defence is currently undertaking an environmental impact assessment of the planned joint strike fighter fleet. Mr Kerwan also reported that the number of properties predicted to be affected by future aircraft noise in Williamstown has been revised down following aircraft simulation exercises and that the majority of concerns held by the community and council have been resolved.

Item 7 – Any other business/concluding comments including next meeting and actions required (Chair)

No further business was raised.

DRAFT

Talbot Nicole

From: Sutherland Adam
Sent: Tuesday, 8 November 2011 16:58
To: 'Corby, Libby'; Andrew Hrast; 'andrew.sparrow@airservicesaustralia.com'; 'Murray, Chris'; 'gary.prattley@planning.wa.gov.au'; 'Joanna.Kormas@dpcd.vic.gov.au'; 'john.ginivan@dpcd.vic.gov.au'; 'john.kerwan@defence.gov.au'; 'Kym.Petani@planning.wa.gov.au'; 'Mark Meldrum'; 'martin.brown@planning.nsw.gov.au'; 'matthew.loader@sa.gov.au'; 'michael.papageorgiou@dlgp.qld.gov.au'; 'Mike Milln'; 'peter.cromarty@casa.gov.au'; 'peter.fischer@planning.tas.gov.au'; 'randall.fletcher@tmr.qld.gov.au'; Richards Marianne; 'tom.gellibrand@planning.nsw.gov.au'; 'D'Costa, Phil'; 'McKenzie, Kelly'
Cc: Stone Scott; Talbot Nicole; Mathew Dilip
Subject: NASAG meeting 16 November 2011 [SEC=UNCLASSIFIED]
Attachments: NASAG 7.1.1 Draft agenda.docx; NASAG 7.1.2 Draft Record of sixth meeting.docx; NASAG 7.1.3 Action items -status report.doc; NASAG 7.4 ANEF current practices and technical endorsement procedures.docx; TISOC 11- 11 Decision.docx; NASAG7.6 CNS Draft guidelines.pdf; Principles for a national land use planning regime.doc; NASAG 6.2 Attachment B National Land Use Planning Guidelines.doc

Dear NASAG members,

Please find attached an agenda for the upcoming NASAG meeting on Wednesday 16 November 2011, scheduled for 10-3.30pm at the Novotel Hotel, Brisbane Airport. Morning tea will be available from 9.30am.

Also attached are agenda papers for the meeting including:

- 7.1.2 - Draft minutes from 18 August 2011 NASAG meeting;
- 7.1.3 - Draft action summary from 18 August 2011 NASAG meeting;
- 7.4 - Australian Noise Exposure System – current practices and technical endorsement procedures; and
- 7.6 - Communications and Navigation Services infrastructure.

I have also attached revised versions of the national land use planning principles and guidelines documents (as sent to you by Nicole Talbot on 16 September 2011), as well as a copy of the decision by TISOC at its last meeting on the NASAG progress report.

As agreed at the last NASAG meeting, the Department has contacted CEO's of major airports to request noise contour/contour data to inform member's consideration of the national land use planning guidelines. The Department received a positive response from airports in undertaking this exercise and is in the process of forwarding to individual NASAG members their relevant airport noise contour information where it has been received and cleared by the airports. We think we will be in a position to provide data relating to operations at Perth, Melbourne, Canberra, Brisbane, Moorabbin and Launceston Airports.

It would be greatly appreciated if you have not already done so, to **please confirm your attendance** for 16 November 2011 so that catering numbers can be finalised.

I look forward to seeing you all on the 16th.

Regards,
 Adam Sutherland

02 6274 6959

Talbot Nicole

From: Talbot Nicole
Sent: Wednesday, 5 October 2011 10:31
To: Andrew Hrast; 'Murray, Chris'; 'gary.prattley@planning.wa.gov.au';
 'Joanna.Kormas@dpcd.vic.gov.au'; 'john.ginivan@dpcd.vic.gov.au';
 'john.kerwan@defence.gov.au'; 'Kym.Petani@planning.wa.gov.au'; 'Mark Meldrum';
 'martin.brown@planning.nsw.gov.au'; 'matthew.loader@sa.gov.au';
 'michael.papageorgiou@dlgp.qld.gov.au'; Mike Milln; 'peter.cromarty@casa.gov.au';
 'peter.fischer@planning.tas.gov.au'; 'randall.fletcher@tmr.qld.gov.au'; Richards Marianne;
 'tom.gellibrand@planning.nsw.gov.au'; 'andrew.sparrow@airservicesaustralia.com'
Cc: Sutherland Adam; Mathew Dilip; Stone Scott
Subject: NASAG meeting - 16 November 2011 [SEC=UNCLASSIFIED]

Dear NASAG Members,

This email is to confirm that the next meeting of NASAG will take place on Wednesday 16 November 2011. The meeting will once again take place at the Novotel Brisbane Airport, 6-8 The Circuit, Brisbane Airport, commencing at 10am and concluding at 4pm.

A draft agenda will be circulated closer to the meeting. If there are any matters you would like included in the agenda please let me know.

Regards,

Nicole Talbot

Policy Officer - Aircraft Noise Management Section &
 National Airports Safeguarding Advisory Group (NASAG) Secretariat

Commonwealth Department of Infrastructure and Transport

(02) 6274 8126

