

NASAG

National Airports Safeguarding Advisory Group

Meeting Outcome Action Items

Issue	Agenda Paper Ref	Action Required	Responsibility	Timeframe	Status of Action Item
NASAG Action Items Arising from NASAG 08 February 2012					
Finalisation of Papers for the Transport and Infrastructure Senior Officials' Committee	NASAG 8.2a	1. Draft Transport and Infrastructure Senior Officials' Committee (TISOC) paper amended to include a recommendation to the CEO of Standards Australia to request a review of AS 2021 and to reflect NASAG discussions.	DoIT	23 March 2012	
	NASAG 8.2bi	2. Draft principles to be revised to reflect NASAG discussions.	DoIT	15 February 2012	Completed
	NASAG 8.2bii	3. Draft noise guidelines to be revised to reflect NASAG discussions.	DoIT	15 February 2012	Completed
		4. Document to be drafted and attached to the noise guideline setting out concerns with the Australian Noise Exposure Forecast (ANEF) system and rationale behind the proposed 'number above' noise contours.	DoIT	15 February 2012	Completed
	NASAG 8.2biii	5. Draft Safeguarding Framework to be released for consultations, concluding 15 March 2012.	DoIT	20 February 2011	Ongoing
		6. State and Territory members to provide DoIT with contact details of nominated consultees.	States / Territories	10 February 2012	Completed

		7. Stakeholder feedback to be consolidated for inclusion with TISOC paper.	DoIT	23 March 2012	
Implementation Plan	NASAG 8.2biv	8. Jurisdictions to work with Department's planning consultant to develop Safeguarding Framework implementation plan.	States / Territories / DoIT	15 March 2012	Underway
Finalisation of safety guidelines material	NASAG 8.2c	9. Amend draft safety guidance material to reflect NASAG discussions including an executive summary of the windshear guideline.	DoIT	15 February 2012	Completed



National Airports Safeguarding Advisory Group

9th Meeting – Friday 20 April 2012 10am - 1pm

DEPARTMENT OF INFRASTRUCTURE AND TRANSPORT

62 Northbourne Avenue Civic ACT 2601, Ground Floor Board Room

DRAFT AGENDA

ITEM NO.	DOC NO.
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Opening and Administration

- | | | |
|---|--|------|
| 1 | a) Approval of Agenda - <i>DoIT</i> | 9.1a |
| | b) Approval of Draft Minutes From Previous NASAG Meeting – <i>DoIT</i> | 9.1b |
| | c) Report on Actions Arising From Previous NASAG Meeting - <i>DoIT</i> | 9.1c |
| | d) TISOC Meeting Report - <i>DoIT</i> | |

Finalisation of Papers for the Standing Council on Transport and Infrastructure

- | | | |
|---|---|------|
| 2 | a) Guideline A: Managing Intrusions by Aircraft Noise - <i>DoIT</i> | 9.2a |
|---|---|------|

Other Business

- | | |
|---|------------------|
| 3 | Actions Required |
| 4 | Next Meeting |

NASAG

National Airports Safeguarding Advisory Group

Meeting Outcome Action Items

Issue	Agenda Paper Ref	Action Required	Responsibility	Timeframe	Status of Action Item
NASAG Action Items Arising from NASAG 20 April 2012					
Approval of Minutes from Previous Meeting	NASAG 9.1b	1. Safety guideline components of the implementation plan to be further refined.	DoIT	For presentation to SCOTI Ministers in second half of 2012	Ongoing
TISOC Meeting Report	NASAG 9.1c	2. Further analysis of submissions to be circulated to NASAG members.	DoIT	18 May 2012	Ongoing
Finalisation of Guideline A: Managing the Impacts of Aircraft Noise	NASAG 9.2a	3. Draft noise guidelines to be revised to reflect NASAG discussions and re-circulated to Members.	DoIT	24 April 2012	Completed
		4. NASAG Members to provide comment on revised noise guideline.	NASAG Members	27 April 2012	Ongoing

National Aerodromes Safeguarding Advisory Group
First Meeting

Venue: Flynn Room, Ground Floor
Department of Infrastructure, Transport, Regional Development and Local Government,
111 Alinga Street, Canberra, ACT

1000 – 1315 Friday 7 May 2010

AGENDA

Time	Item
1000 – 1010	Item 1 – Welcome and introductions – John Doherty, Chair
1010 – 1030	Item 2 – Opening remarks – Mike Mrdak, Secretary, Australian Government Department of Infrastructure, Transport, Regional Development and Local Government
1030 – 1100	Item 3 – Airport Safeguarding: Objectives and Possible Outcomes – Scott Stone, General Manager, Aviation Environment
<i>1100 – 1115</i>	<i>Morning tea</i>
1115 – 1145	Item 4 – Planning for mitigation of noise near airports – Dave Southgate, Aviation Environment Policy, DITRDLG
1145 – 1215	Item 5 – Overview of existing safeguarding mechanisms – States and Territories
1215 – 1245	Item 6 – Identification of next steps and work program – Chair • Priorities for action • Possible sub-group work
<i>1245 – 1315</i>	<i>Lunch</i>

- - CLOSE - -

NASAG

National Airports Safeguarding Advisory Group

Title:	NASAG Inaugural Meeting			
Date:	7 May 2010			
Venue:	Flynn Room, 111 Alinga Street, DITRDLG			
Time:	10-12:30pm			
Attendees:	ACT	Tony Thew	VIC	Jeffrey Gilmore
	NSW	Tom Gellibrand	VIC	Marianne Richards
	QLD	Darren Crombie	WA	Gary Prattley
	QLD	Randall Fletcher	Airservices	Paul Dawson
	SA	Mike Milln	CASA	Kim Jones
	SA	Chris Zafiropoulos	Defence	John Kerwan
	TAS	Peter Fischer	Defence	Peter Reynolds
	DITRDLG	John Doherty, Chair –NASAG		
		Scott Stone, Dilip Mathew, Bill Hatossy and Deborah Reynolds		
Apologies:	NT	Mark Meldrum	SA	Lois Boswell
	DITRDLG	Mike Mrdak, Secretary		

Key Discussion Items

Item 1 – Welcome and introductions – John Doherty, Chair

Mr Doherty opened the meeting at 10:10am and welcomed attendees to the inaugural meeting. Attendees introduced themselves and explained their key responsibilities.

Item 2 – Opening remarks – John Doherty, Chair

Mr Doherty explained Minister Albanese's view that land use planning around airports could be improved to achieve optimal outcomes for both airports and the neighbouring communities. He noted concerns across jurisdictions about on-airport planning decisions and said legislation was being developed to better regulate on-airport planning.

Mr Doherty explained the airport Master Plan and Major Development Plan (MDP) processes and their importance given the linkages to a range of off-airport developments. Mr Doherty explained the need to safeguard airports to get reasonable best use given their importance as economic assets. He pointed out that apart from the major airports, a number of airports in regional Australia are now major infrastructure assets. He reminded the meeting about the difficulty of obtaining new sites for airports and that the Government would be resistant to any demand to close existing airports.

Mr Doherty said the Government does not underestimate the complexity of developing a national framework to safeguard airports and communities. He said the Government recognised the pressure for urban infill and for construction of tall structures in central business districts that could pose obstacles to air transport. However, he said there is room for significant improvement in addressing a range of issues relating to the safeguarding of airports. He pointed out that NASAG could draw on existing approaches in some Australian jurisdictions and overseas to get a good set of working arrangements.

Item 3 – Airport Safeguarding: Objectives and Possible Outcomes – Scott Stone, General Manager, Aviation Environment

Mr Stone explained that a national safeguarding framework would seek to prevent off-airport developments that could affect aviation safety, increase the population exposed to high aircraft noise levels or prevent airports from operating to their optimal capacity.

Mr Stone said the Government recognised that housing supply needs to grow and that there would be a continuing need for urban infill. He said NASAG with its membership covering both planning and transport portfolios would be able to provide advice to Ministers that balanced important issues such as growth in aviation and housing as well as exposure to aircraft noise.

The provision of advice could be through the Local Government and Planning Ministers Council and the Australian Transport Council, both chaired by Minister Albanese. It may also need formal consideration by COAG.

Mr Stone said a safeguarding framework would cover the following themes:

1. Planning for compatible development- land use planning around airports and noise impacts
2. Planning for compatible development- protection of operational airspace from obstacles
3. Protection of airport and airspace operations- technical aspects of certain developments
 - management of turbulence and wind shear hazards
 - management of wildlife hazards
 - wind turbine issues
 - protection of technical facilities, such as radar
 - lighting and pilot distractions, and
4. Public safety zones at runway ends

Mr Stone recognised that issues relating to land use planning would be the most complex part of a safeguarding framework. However, these issues can be addressed given the recognition by all jurisdictions of the need to safeguard airports and communities from inappropriate off-airport development. NASAG has the right mix of planning and transport expertise and resources to address all elements of a safeguarding framework.

Mr Stone said Commonwealth agencies such as CASA, Airservices and Defence are best placed to take the lead on work relating to the technical aspects of certain developments on safeguarding elements, such as management of turbulence and wind shear hazards. The Australian Aviation Wildlife Hazard Group (AAWHG), which is a group of experts from governments, airlines and airports on matters such as birdstrike has offered to provide advice on wildlife hazard issues.

Mr Stone said the concept of Public Safety Zones (PSZs) is a sensitive area that requires a careful consideration of impacts. He noted work done on PSZs in the UK and Queensland that could be drawn upon. He said the aim would be to create a framework that would prevent residents from being exposed to unacceptable risk.

Mr Stone said the safeguarding issue that has attracted most interest from stakeholders in submissions to the Safeguarding Discussion paper is aircraft noise. As this is an issue that will continue to attract interest with increased urban infill, NASAG could draw on work relating to the impact of aircraft noise conducted by the Department.

Mr Stone said NASAG needs to build momentum by engaging Ministers and heads of agencies. He said it would be possible to make some early achievements, particularly in some technical areas. NASAG could initially agree on some general principles on which the specifics of the safeguarding framework could be built.

Mr Stone said that the Commonwealth recognizes that land use planning powers are vested at state/territory and local government levels and is prepared to provide resources and work jointly with jurisdictions to achieve the common goal of safeguarding airports. He added that considerable work has been done on implementing safeguarding mechanisms in jurisdictions such as Queensland and the UK, and NASAG could make considerable progress by adopting best-practice mechanisms where they exist.

In discussions, NASAG members noted that a key question was the capacity of planning systems to safeguard airports in areas with significant growth in new development, and the need to recognise significant need for new housing in existing transport corridors.

Mr Stone stressed that while NASAG would be focused on safeguarding for airports and communities, there must be recognition of the pressures for important developments such as affordable housing.

Mr Stone's presentation notes are attached.

Item 4 – Planning for mitigation of noise near airports – Dave Southgate, Aviation Environment Policy, DITRDLG

Mr Southgate gave a presentation explaining the history of development of the aircraft noise descriptor called the Australian Noise Exposure Forecast (ANEF) and its application in Australia.

He said that while there are several descriptors of aircraft noise, none is able to uniquely capture all noise impacts. The ANEF is widely used to guide land use planning authorities on development outcomes compatible with future airport noise exposure. He explained the limits of using this measure on its own. He said the guidance from AS2021 indicates that land that is outside the ANEF 25 contour is acceptable for residences with noise mitigation measures; however at busy urban general aviation airports and many regional airports, the ANEF 25 contour is located close to the airport. This is because a large number of operations by small, propeller aircraft do not contribute much to the total ANEF level.

Mr Southgate suggested the need to focus less on ANEF contours in isolation and use supplementary noise descriptors. He referred to the Department's work contained in a publication tabled at NASAG *'Going beyond noise contours- local approaches to land use planning around smaller Australian airports'*.

Mr Southgate said that the use of the ANEF system in isolation is now being questioned as a land use planning tool at a range of Australian airports.

Mr Southgate referred to alternatives, such as planning zones based on flight path corridors or by using other noise metrics such as N70. N70 describes noise by the number of events over 70dB(A) at any given location.

Mr Southgate's presentation notes are attached.

Item 5 – Overview of existing safeguarding mechanisms –States and Territories

Mr Crombie (Queensland) briefly described the planning process and implications of the Queensland State Planning Policy (SPP 1/02) – 'Development in the vicinity of certain airports and aviation facilities' and its impact on local planning schemes. He said it is important to manage community expectations regarding aircraft noise. He referred to proposed housing developments along the flight paths of the new runway at Brisbane airport which will open in 2018. He said it is important to provide information on titles to alert purchasers of airport proximity and noise potential and his Department is considering possible approaches.

Mr Fletcher (Queensland) delivered a presentation on the application of SPP1/02. Mr Fletcher's presentation notes are attached.

Mr Stone noted the Queensland work and proposed to visit Queensland to develop a case study on the application of the Queensland safeguarding model in collaboration with Mr Crombie and Mr Fletcher. Mr Kerwan (Defence) volunteered to take part.

Mr Crombie said that there were a number of Commonwealth processes relating to planning that appeared to overlap. He sought advice on the various Commonwealth processes with a bearing on safeguarding.

Item 6 – Identification of next steps and work program – Chair

Mr Doherty suggested the next meeting be held at Melbourne airport for a full day.

The following action items were identified:

- DITRDLG to draft a set of principles for circulation for discussion at next meeting
- NASAG to check the circulated summary tables of State/Territory planning and safeguarding legislation to ensure that all aspects of legislation and planning elements in their jurisdiction are correctly and accurately identified. Revised information should be provided to the NASAG secretariat.
 - This will advise NASAG of where gaps are present and point to tools needed to harmonise planning approaches.
- Secretariat will provide advice on all Commonwealth processes with a bearing on the development of a safeguarding framework.
- DITRDLG and Defence to work with Queensland to develop a case study on the application of the Queensland SPP1/02 model.
- Possible sub-group work – this will be discussed at the next meeting

Date and time of next meeting

The next meeting will be held at Melbourne airport. The tentative date is 23 July 2010.

The meeting closed at 1300.

National Airports Safeguarding Advisory Group
Second Meeting

Venue: Bendigo Meeting Room, Level 5
Hilton Melbourne Airport Hotel
Melbourne Airport, VIC

1000 – 1600 Friday 6 August 2010

DRAFT AGENDA

Time	Item	Papers
<i>1000 – 1020</i>	<i>Morning tea</i>	
1020 – 1040	Item 1 – Welcome – John Doherty, Chair	NASAG/2/1.1rev NASAG/2/1.2 NASAG/2/1.3rev
	Item 2 – Progress on Actions Arising from first meeting – Chair	NASAG/2/2
1040 – 1110	Item 3 – Discussion of draft guidelines for national land use policy around airports	NASAG/2/3
1110 – 1140	Item 4 – Case Study: Geraldton Airport, Tony Turner, Director, Geraldton Independent Planners	
1140 – 1245	Item 5 – Case Study: Brisbane approach to encroachment – Megan Bayntun, Qld Dept of Infrastructure & Planning, Scott Stone, DITRDLG	
<i>1245 - 1315</i>	<i>Lunch</i>	
1315 – 1415	Item 6 – Identification of existing safeguarding issues – perspectives of States and Territories – NASAG	
1415 – 1425	Item 7 – Forward work program – Scott Stone, Aviation Environment, DITRDLG • Wildlife strike hazards • Wind turbines and wind farms • Building-generated turbulence	NASAG/2/7.1 NASAG/2/7.1(a) NASAG/2/7.2 NASAG/2/7.2(a) NASAG/2/7.2(b) NASAG/2/7.3
1425 – 1520	Item 8 – Priorities for action – Chair	
1520 – 1530	Item 9 – Any other business – Chair	
1530 – 1540	Item 10 – Overview and summary of today's meeting, Identification of next steps– Chair	
<i>1540 – 1600</i>	<i>Afternoon tea</i>	
<i>1600</i>	<i>- - CLOSE - -</i>	

NASAG

National Airports Safeguarding Advisory Group

DRAFT Record of Meeting

Title:	NASAG – Second Meeting			
Date:	6 August 2010			
Venue:	Bendigo Room, Hilton Hotel, Melbourne Airport			
Time:	10-3:30pm			
Attendees:	ACT	Tony Thew	VIC	Joanna Kormas
	NSW	Tom Gellibrand	VIC	Marianne Richards
	NT	Mark Meldrum	WA	Bruce MacDonnell
	QLD	Randall Fletcher	Airservices	Paul Dawson
	SA	Matthew Loader	CASA	Kim Jones
	SA	Sherree Goldsworthy	Defence	John Kerwan
	TAS	Peter Fischer		
	DITRDLG	John Doherty, Chair –NASAG		
		Scott Stone, Dilip Mathew and Deborah Reynolds		
	Observers	Darren Angelo and Matthew Windebank, CASA		
Apologies:	QLD	Megan Bayntun		

Key Discussion Items

Item 1 – Welcome and approval of meeting record – John Doherty, Chair

The Chair welcomed attendees to the second meeting and advised NASAG that the Australian Local Government Association (ALGA) represented at this meeting by Andy Hrast, has joined the group. He introduced attendees who were at the meeting for the first time.

NASAG approved the draft agenda and the record of the first meeting.

Item 2 – Progress on actions arising from first meeting – John Doherty, Chair

The Committee noted the status of action items from NASAG 1.

1. A draft set of principles was circulated for discussion at NASAG 2 – completed
2. Summary tables of planning and safeguarding legislation were circulated to jurisdictions for comments. As comments have not been received from all jurisdictions, the summary tables will be re-circulated. – ongoing.
3. Advice on Commonwealth processes related to development of a safeguarding framework will be provided after the election as the Government is in caretaker mode- ongoing.

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4. Queensland and the Commonwealth to develop case study on Queensland safeguarding policies. Ms Bayntun was unable to attend and this will be re-scheduled- ongoing
5. Possible sub-group work. This will be discussed at NASAG 2- completed.

Action: Summary tables of legislation will be re-circulated to jurisdictions for comment by the NASAG Secretariat.

Item 3 – Discussion of draft guidelines for national land use policy around airports

Mr Scott presented a paper proposing some possible principles to underpin the development of a national land use planning regime near airports and under flight paths.

Mr Scott said a range of issues need to be considered in developing a set of safeguarding principles such as:

- Incorporation of ANEF contours into planning regimes around all airports identified for safeguarding
- Use of AS 2021 as the relevant acoustic standard
- Recognition of limitations of ANEF as a planning tool e.g. for measuring the effects of noise at night, near some flight paths and at smaller airports
- Possibility of planning regimes recognizing these limitations and therefore being flexible in land use planning decisions under busy flight paths
- Incorporating alternative noise metrics such as frequency of event contours in a national framework
- Use of alternative noise metrics to prevent noise-sensitive developments, particularly at sites without residential development currently such as rural land
- Recognition by jurisdictions in planning frameworks of Commonwealth legislation to protect operational airspace of Commonwealth airports from obstacles such as tall buildings
- Protecting airspace around non-Commonwealth airports if identified by jurisdictions such as the Queensland policy contained in their State Planning Policy 1/02
- Consideration of the need for public safety zones at the end of the runway
- Establishment of processes to ensure airports and safety regulators are notified of development proposals that could breach the operational airspace of airports
- Options to account for guidance material on safety issues such as building-generated turbulence, managing wildlife attractants off-airport and the impact on aviation safety of wind turbine farms

NASAG agreed to consider the paper out of session and provide comments for discussion at the next meeting. Mr Doherty said a draft document setting out the principles proposed for the national safeguarding framework would be developed based on comments from jurisdictions and discussion at the next meeting.

A copy of the paper is attached.

Action: DITRDLG and CASA NASAG to consider the paper out of session and provide written comments to the NASAG Secretariat.

Item 4 – Case Study: Geraldton Airport- Tony Turner, GIP

Mr. Turner is an urban planning consultant and was previously a town planner in the Greenough Shire Council, which has now merged with Geraldton Council to form the City of Geraldton-Greenough.

His presentation was on the approach adopted by Greenough Council to safeguard Geraldton airport from urban encroachment. The council recognized the limitations of ANEFs as a land use planning tool for areas around smaller airports such as Geraldton. Under the ANEF system for land use planning, land within the 25 ANEF contour is termed unacceptable for residential development. However, at smaller airports, 25 ANEF contours are generally located close to the airport, with the potential for land use planning decisions permitting encroachment. The Council recognized this as a problem and took the initiative to investigate alternatives to the ANEF system.

Council staff proposed the development of a buffer zone around the airport to protect it from encroachment. Mr. Turner said he obtained advice from Mr. Dave Southgate of the Commonwealth Department of Transport and Regional Services (now DITRDLG). The Department had recently published a document 'Expanding ways to describe and assess aircraft noise'. This document highlighted the limitations of the ANEF system in conveying the impact of aircraft noise to residents in the vicinity of smaller airports. The publication reinforced the need for an airport buffer zone and convinced council staff the ANEF system should be used as a land use planning guide, and not a land use planning control.

Council staff decided that a better understandable noise metric should be used and decided on the 70 decibels (attenuated) or 70dB (A) sound pressure level. This was chosen as this is the level at which it becomes difficult to hear conversations. The Department provided a software package (Transparent Noise Information Package for Small Airports: TNIP-SA) which could be used to prepare N70 contours, which shows the number of noise events louder than 70 dB (A). Council staff drew on this to plot the N70 contour for more than 10 events per day. The area within the n70 contour was then defined as the Geraldton Airport Special Control Area.

Council consulted extensively with stakeholders such as surrounding landholders and developers, and encountered opposition to the need for this buffer zone. Mr. Turner advised it took approximately 12 years between initial recognition of the problems of using the ANEF system and finalization of the Local Planning Scheme amendment regarding the airport buffer zone.

The current situation is that the airport buffer zone was gazetted as a 'Special Control Area (SCA)' this year, although it has not been implemented since the airport is updating its master plan with the potential need to revise the buffer zone. The SCA aims to safeguard the airport from incompatible development and at the same time support compatible development.

A copy of the presentation from Mr Turner is attached.

Item 5 – Case Study: Queensland approach to encroachment – Megan Bayntun, Old Dept of Infrastructure & Planning, Scott Stone, DITRDLG

Mr Stone said that as Ms Bayntun was unable to attend this meeting, the presentation would be held over to the next NASAG meeting. Mr Stone gave a brief overview of the meeting between Queensland Planning, DITRDLG and Defence to discuss safeguarding issues in the Brisbane region. Mr Southgate presented charts comparing ANEF-type contours and N70 contours at Brisbane, Parafield and RAAF Base Amberley respectively.

At that meeting, Queensland Planning advised of legislation to safeguard a brewery in the suburb of Milton (the Milton Brewery) from urban encroachment and the attendant risk of litigation from landowners affected by emissions from the brewery. This legislation could be considered by NASAG when considering options to safeguard airports. In this case, Queensland has enacted the Planning (Urban Encroachment – Milton Brewery) Act 2009. The stated objective is to protect the existing use of the Milton Brewery from encroachment by, and the intensification of, other development. The Act confers immunity to the Milton Brewery from criminal and civil proceedings for releasing contaminants in the air, noise and light emissions based nuisance complaints provided it is operating within its license conditions.

A copy of the presentation from Mr Southgate is attached.

Item 6 – Identification of existing safeguarding issues- perspectives of States and Territories

Mr Doherty invited jurisdictions to discuss their approach to safeguarding and advise NASAG of any safeguarding-related developments.

Ms Richards (Victorian Dept of Transport) delivered a presentation on the Victorian approach to safeguarding. Victorian Planning Provisions (VPPs) require the relevant planning schemes to support metropolitan and regional airports. Victoria has a long record of safeguarding Melbourne airport as the airport, with its 24 hour curfew free status is an important competitive benefit for the Victorian economy. She said planning to protect airports has been done in collaboration with other levels of government. VPPs apply airport environs overlays in 26 municipalities.

The State Planning Policy Framework identified land required for future runway development and required relevant bodies to ensure land is protected. She commended the SPPF provisions made to restrict incompatible land such as:

- Taking into account aircraft operations effects such as noise in regulating use and development of affected land
- Precluding new uses or developments which could prejudice the safety or efficiency of an airfield

- Precluding new uses or developments which could prejudice future extensions to an existing airfield in accordance with an approved strategy

A copy of the presentation from Victoria is attached.

Mr Meldrum (NT Planning) said NT Government recognizes the need to safeguard airports such as Darwin from inappropriate development. NT planning has worked with Defence to incorporate ANEF contours in planning provisions. He noted that the ANEF contours are forecast to shrink, even though there will continue to be very high noise impact operations from Defence aircraft, particularly during military exercises. Mr Meldrum said the NT Government supported residential development of land at Alice Springs airport.

Mr Meldrum said a new Metro Plan for Darwin will be released in September 2010.

Mr Fischer (Tasmania Planning) said all planning schemes in Tasmania will be replaced by new planning schemes within the next 18 months. He said the new planning schemes may contain a standard schedule regarding airports.

Mr Gellibrand (NSW Planning) said 25 of the 152 planning schemes in NSW are being reviewed and this is an opportunity to standardize airport planning provisions.

Item 7 – Forward work program

Mr Stone presented papers on three of the technical matters related to safeguarding.

Wildlife strike hazards.

Mr Stone informed NASAG of the risk posed to aviation safety by wildlife strikes. While accidents such as the forced landing of a US Airways aircraft in to the Hudson river are rare, over 1,000 wildlife strikes occur every year in Australia. Airports used by regular public transport aircraft (RPT) are required to implement wildlife risk mitigation strategies. However, airports cannot directly manage wildlife strike risk off-airport.

Mr Scott said a safeguarding framework should contain guidelines to minimise the risk of wildlife strikes from inappropriate land use off-airport such as landfill sites.

NASAG agreed that the AAWHG be asked to develop draft national guidelines for the group's consideration.

A copy of the paper is attached.

Action: DITRDLG and CASA assist AAWHG develop draft national guidelines regarding the management of off-airport wildlife strike hazards for the consideration of NASAG.

Impact of wind turbines on aviation

Mr Stone advised the committee that wind turbines have the potential to impact aviation safety. Wind turbines can pose physical obstacles and may degrade the performance of aviation safety infrastructure such as radars.

He suggested that guidelines addressing this issue could be incorporated into state planning provisions to protect aviation safety.

A copy of the paper is attached.

Action: DITRDLG, Airservices Australia, 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

Building-generated turbulence at airports

Mr Stone gave an overview of safety concerns about the impact of turbulence and wind shear generated by on-airport developments in the vicinity of runways.

He said that at some airports, permanent NOTAMS (Notice to Airmen) have been issued warning pilots of building-generated turbulence. While no international standards exist regarding this phenomenon, considerable research has been conducted overseas. At Amsterdam airport, the effects of wind disturbances are modelled if an airport meets the '1 in 35' rule i.e. a building located 350 m from a runway will be investigated if its height exceeds 10m.

Mr Stone suggested that guidance material to address the risks of building-generated turbulence could be developed drawing on overseas research.

A copy of the paper is attached.

Action: DITRDLG and CASA to arrange for the development of draft national guidelines based on research conducted in the Netherlands and other related work for NASAG consideration.

Item 8 – Priorities for action – Chair

Items 8 and 10 were rolled together and reported under Item 10.

Item 9 – Any other business – Chair

In response to an enquiry, CASA agreed to provide jurisdictions with guidance material on helipad siting and safety.

Action: CASA to provide guidance material on helipad siting and safety.

**Item 10 – Overview and summary of today's meeting, Identification of next steps–
Chair**

Mr Doherty said the next meeting would include the following matters:

- a. Discussion on draft national land use planning principles
- b. Presentation by CASA and Airservices on airspace protection surfaces
- c. Presentation by Airservices on safeguarding communications, navigation and surveillance equipment used to provide air traffic management services
- d. Presentation by Queensland (Mr Fletcher) on the Special Planning Policy for safeguarding airports
- e. Presentation by Queensland (Ms Bayntun) on policies to safeguard industries in Queensland which could be applied to a national airports safeguarding framework
- f. Presentation by DITRDLG to explain how supplementary noise metrics could work
- g. Consideration of further work on wildlife strike issues, building generated turbulence and wind turbine farms.

Date and time of next meeting

The meeting agreed that the next NASAG meeting be scheduled for Wednesday 26 October 2010 at Adelaide.

National Airports Safeguarding Advisory Group
Third Meeting

Venue: Stamford Plaza Hotel, 150 North Tce, Adelaide

1000 – 1600 Wednesday 27 October 2010

DRAFT AGENDA

Time	Item	Papers
<i>1000 – 1020</i>	<i>Morning tea</i>	
1020 – 1040	Item 1 – Welcome, approval of agenda and draft meeting record – John Doherty	NASAG/3/1.1 NASAG/3/1.2 NASAG/3/1.3
	Item 2 – Progress on actions arising from previous meetings – Scott Stone / Dilip Mathew	NASAG/3/2
1040 – 1110	Item 3 – Industry viewpoint on safeguarding issues at Brisbane airport and possible application of Queensland urban encroachment legislation – Mark Willey	
1110 – 1150	Item 4 – Presentation: Protection of operational airspace – DOIT, CASA, Defence, and Airservices	
1150 – 1250	Item 5 – Draft Principles for national land use policy around airports – Scott Stone	NASAG/3/5
1250 – 1310	Item 6 – Alternative noise metrics – Scott Stone	NASAG/3/6
<i>1310 – 1340</i>	<i>Lunch</i>	
1340 – 1400	Item 7 – Presentation: Protection of Communications, Navigation and Surveillance infrastructure – Airservices and Defence	
1400 – 1440	Item 8 – Presentation: Queensland's SPP relating to protection of airports and communities – Randall Fletcher	
1440 – 1510	Item 9 – Discussion: Status of current work (Off-airport wildlife strike hazards, impact of wind turbine farms and risk of building-generated turbulence) and forward work program (including the role of the NASAG contact officer network) – Scott Stone/ Dilip Mathew	NASAG/3/9
1510 – 1520	Item 10 – Any other business – Chair	
1520 – 1530	Item 11 – Overview of today's meeting and priorities for action – Chair	
<i>1530 – 1600</i>	<i>Informal discussion over afternoon tea</i>	
<i>1600</i>	<i>- - CLOSE - -</i>	

National Airports Safeguarding Advisory Group

DRAFT Record of Meeting

Title:	NASAG – Third Meeting			
Date:	27 October 2010			
Venue:	Stamford Plaza, Adelaide			
Time:	1000 to 1600			
Attendees:	ACT	Chris Murray	DoIT	John Doherty, Chair-NASAG
	NSW	Tom Gellibrand		Scott Stone, Dilip Mathew
	NT	Mark Meldrum		and Clare Guenther
	QLD	Michael Papageorgiou	ALGA	Andy Hrast
		and Randall Fletcher	CASA	Peter Cromarty and
	VIC	Joanna Kormas		Malcolm McGregor
		and Marianne Richards	Airservices	Paul Dawson
	SA	Andrea Jorgensen		
		and Mike Milln		
	TAS	Peter Fischer	Defence	John Kerwan
	WA	Bruce MacDonnell	Observer	Helen Gannon, DoIT
	Guest	Mark Willey, Brisbane Airport		
Apologies:	QLD	Megan Bayntun	SA	Mathew Loader
	VIC	Jeffrey Gilmore	WA	Gary Prattley

Key Discussion Items

Item 1 – Welcome, approval of agenda and draft meeting record – John Doherty, Chair

The Chair welcomed attendees to the third meeting. NASAG approved the draft agenda and the record of the second meeting.

Item 2 – Progress on actions arising from second meeting – Scott Stone / Dilip Mathew

NASAG noted the status of action items from NASAG 2. An updated status report is at **Attachment A**.

NASAG noted that as a result of recent administrative changes after the 2010 Federal Election, the regional development and local government functions of the former Department of Infrastructure, Transport, Regional Development and Local Government have been transferred to the new Department of Regional Australia, Regional Development and Local Government. The Department of Infrastructure and Transport (DoIT) maintains responsibility for regional aviation, city planning and the Office of Coordinator General.

Item 3 – Industry viewpoint on safeguarding issues at Brisbane airport and possible application of Queensland urban encroachment legislation – Mark Willey

Mr Willey, Executive Manager- Airport Planning at Brisbane Airport Corporation (BAC) delivered a presentation on safeguarding issues affecting Brisbane airport.

He explained the importance of safeguarding the airport's protected airspace and explained how a proposal for the tallest building in Brisbane would have constrained operations to Brisbane by infringing prescribed airspace protecting low-visibility operations. He said the proposal, called the Vision Brisbane tower, was not implemented in the event, but said a new buyer had bought the site and BAC would have concerns if a new proposal is made to infringe protected airspace.

He also explained how a major housing development called the Hamilton Northshore project will be built under the flight path of the new runway at Brisbane airport. Although it is located outside the ANEF 25 contour, residents would be significantly affected by aircraft noise once the new runway opens in 2010. He said this development demonstrated the limitations of the ANEF as a land use planning tool.

Mr Willey explained Brisbane Airport's extensive community engagement efforts, including the provision of supplementary noise metrics to the community through a dedicated information centre. Mr Willey also informed NASAG about the potential for tall buildings in Brisbane CBD to affect its operations.

Key points:

- The airport has good connectivity to Brisbane CBD yet that also raises issues with new developments such as the proposed high density housing in Hamilton Reach. Even with sound proofing new residents will be subject to aircraft noise, for instance when they are enjoying their balconies and through open windows.
- Brisbane Airport is building a new runway. All approvals are in place.
- Brisbane Airport is working with developers and planners to explain aviation safety procedures, such as OLS and PANS-OPS, noting that it is difficult to forecast procedures into the future with new technology emerging and operational procedures changing over time.
- In Queensland, councils have a statutory obligation to use ANEF in planning decisions.
- Mr Willey advised that community information is improving and Brisbane Airport is developing new community consultation mechanisms.
- There will be a review of the need for a curfew at Brisbane Airport in 2012, as foreshadowed in the Aviation White Paper.

Item 4 – Presentations: Protection of operational airspace – DoIT, CASA and Defence

DoIT: Mr Dilip Mathew
CASA: Mr Malcolm McGregor
Defence: Mr John Kerwan

Defence, CASA and DoIT each explained the need to protect operational airspace and the respective role of each agency in this process.

Agencies explained that Australia has adopted international standards that define two sets of invisible surfaces above the ground around an airport with the aim of protecting airspace that

should have no obstacles that could pose a risk to aircraft near airports. The airspace above these surfaces forms the airport's protected airspace. The two sets of surfaces are the Obstacle Limitation Surfaces (OLS) and the Procedures for Air Navigational Services - Aircraft Operations (PANS-OPS) surfaces.

The OLS protects aircraft conducting visual operations while the PANS-OPS surfaces protect aircraft conducting instrument operations in poor visibility.

Agencies pointed out the potential for man-made obstacles, such as tall structures, cranes and the plumes from industries such as power stations, to constrain aircraft operations

Agencies recognise that State/Territory Planning Departments have to assess development applications that would infringe operational airspace and potentially affect the safety and efficiency of airport operations. Agencies will develop guidelines regarding the protection of operational airspace for the consideration of NASAG.

During these presentations various points of interest were raised in relation to development approval processes, safeguarding airports, and Commonwealth/State/Territory/Local Government powers. Key points:

- DoIT Secretary can approve developments (leased federal airports) if safety concerns may be mitigated through changes to operational procedures. However, changing operational procedures may result in airport inefficiency.
- In some cases, it will not be possible to change flight paths or operational procedures as this would make it too difficult to land an aircraft. As an example, the Royal Flying Doctor Service advised a regional council that if a particular development was approved then they would not be able to land planes anymore.
- Where the local council is also the decision maker, there is often a working understanding that if CASA does not recommend a development on safety grounds, that the council will not approve it.
- There was a view that CASA should be part of the pre-approval process and that States and Territories should legislate for this.
- It was noted that state government involvement varies from State to State. In some cases, it should only be a local decision.
- Ideally, any CASA advice indicating that a development is a problem for air safety should trigger a risk assessment.
- CASA recommends that its regulations should be reflected in State/Territory planning regimes.
- The point was made that State and Territory laws do not need to duplicate Commonwealth legislation but that the various legal frameworks need to work harmoniously together.
- A hierarchy of airports/aerodromes, including smaller local and regional airports, is needed. Also, need to identify which airports to protect and when the State/Territory government needs to step in to safeguard airports and their communities. It was noted that some councils use aerodromes for non-aviation purposes.
- It is important to include technical details early in the development planning process and consult widely.
- The way in which information concerning the safeguarding of airports is disseminated to councils needs to be improved. This could be done via a dedicated website, for

instance. Ongoing refinements and reviews alter arrangements over time and this also needs to be taken into account.

- High staff turnover in councils needs to be taken into account. Councils also need face-to-face consultation.

Action item:

NASAG3/1 *Secretariat to summarise OLS and PANS-OPS issues and procedures and develop an agenda paper for the next meeting.*

Agenda items 5 and 6 were discussed after agenda item 8.

Item 7 – Presentation: Protection of Communications, Navigation and Surveillance infrastructure - Airservices

Mr Paul Dawson from Airservices presented on this topic.

He said that Airservices operated a range of aviation safety infrastructure providing communications, navigation and surveillance services to the aviation industry. The infrastructure operated includes air traffic control radars and instrument landing systems. He explained that certain developments have the potential to affect the performance of these technical facilities and thereby put at risk passengers and crew of aircraft. He said the height and size of buildings and other structures in the vicinity of airports is a matter of interest to Airservices because of the potential impact on aviation safety infrastructure.

NASAG members were invited to consult with Airservices at an early stage in the planning process to discuss potential interference of new developments with these essential technical facilities.

Action item:

NASAG3/2 *Airservices to provide a paper at the next meeting in relation to the protection of navigation aids.*

Item 8 – Presentation: Queensland's SPP relating to protection of airports and communities – Randall Fletcher

Mr Fletcher presented on Queensland State Planning Policy 1/02: Development in the vicinity of Certain Airports and Aviation Facilities. This is a statutory instrument under the *Sustainable Planning Act 2009* and it must be considered when assessing development applications and designating land for community infrastructure. It must be integrated in planning schemes. The Queensland Government's policy position is that the operational safety/integrity of the state's key airports and aviation facilities must be protected, the adverse impacts of significant aircraft noise on people must be avoided, public safety must be maintained at the end of runways, and development in the vicinity of airports is of national/state significance.

Key points:

- Queensland has established State Planning Policy (SPP) 1/02 on Development in the Vicinity of Certain Airports and Aviation Facilities.

- The SPP sets out the State's interest concerning development in the vicinity of those airports and aviation facilities considered essential for the State's transport infrastructure or the national defence system.
- The SPP provides for a range of airport safeguarding measures including airspace protection, planning to minimise aircraft noise, safety at runway ends and wildlife management.
- In Queensland developers can build outside ANEF20 but if between ANEF 20-25 there is a statutory requirement for sound attenuation measures in accordance with AS2021.
- The Queensland regulatory regime has a hierarchy of planning instruments.

As Queensland is currently updating its planning instruments, Mr Fletcher invited NASAG members to provide comments.

Action items:

NASAG/3/3 Secretariat to circulate hyperlinks to the Queensland state planning policy documents to all.

NASAG/3/4 NASAG members invited to email Mr Fletcher comments on the Queensland state planning policy documents. Email: randall.l.fletcher@tmr.qld.gov.au

Item 6 – Alternative noise metrics – Scott Stone

Key points:

- Experience has shown a range of problems with relying solely on the ANEF to guide land-use planning decisions. Importantly, there are also significant limitations in using the ANEF as a way to describe aircraft noise exposure to laypeople. DoIT does not recommend replacing the ANEF system as a planning tool in the short-term.
- DoIT will work with other airports and State/Territory jurisdictions to derive suitable contours for their major airports using frequency contours based on decibel measurements appropriate to local circumstances.
- Possible contours were presented for Brisbane and Sydney airports, based on 10 x N70 events, 50 x N65 events, and 100 x N60 events. Contours for night noise were also presented.
- DoIT will also develop further work on suitable criteria for use around general aviation and regional airports, where noise patterns are likely to be different from those at major airports.
- DoIT recommends that airports take a more active role in consulting with communities about noise issues. While such consultations are not mandatory at the moment, jurisdictions could consider the value of legislating for community consultation around noise.

Item 5 – Draft Principles for national land use policy around airports – Scott Stone

NASAG agreed that the draft principles needed to be re-drafted to be more aspirational and less prescriptive. They need to acknowledge existing arrangements yet provide a clear direction for future land use planning around airports at the State, Territory and Local government levels.

NASAG discussed the anticipated ministerial sign-off process through COAG. It is possible that this work needs to be channelled through both the Australian Transport Council and the Local Government and Planning Ministers' Council, via their standing committees, to COAG. Prior to this process commencing, State and Territory members may need to get cabinet approval for the principles, and the timings of state/territory elections may prolong this process.

It was suggested that the COAG capital cities strategic planning initiative be reviewed as there might be linkages (http://www.coag.gov.au/coag_meeting_outcomes/2009-12-07/docs/20091207_communique.pdf).

Action items:

NASAG/3/5 Secretariat to re-draft the draft principles and circulate to members.

NASAG/3/6 Secretariat to discuss the COAG process with the Department of the Prime Minister and Cabinet and update at the next meeting.

Item 9 – Discussion: Status of current work (Off-airport wildlife strike hazards, impact of wind turbine farms and risk of building-generated turbulence) and forward work program (including the role of the NASAG contact officer network) – Scott Stone / Dilip Mathew

This item was discussed under item 2.

Item 10 – Any other business – Chair

CASA requested that the scope of the work in relation to wind turbines be broadened to obstacles near aerodromes and obstacles to planes (e.g. plumes). NASAG agreed to this.

Item 11 – Overview of today's meeting and priorities for action – Chair

Mr Doherty summarised the action items from this meeting as follows. Please refer to the updated status report at **Attachment A**.

Next meeting: date and time

The meeting tentatively agreed the next NASAG meeting be scheduled for Friday 10 December 2010 in Melbourne.

National Airports Safeguarding Advisory Group
Fourth Meeting

Venue: Hume Conference Room, Level 2, Terminal 2, Melbourne Airport

1000 – 1600 Friday 10 December 2010

DRAFT AGENDA

Time	Item	Papers
1000 – 1020	Item 1 – Welcome, approval of agenda and draft meeting record – John Doherty	NASAG/4/1.1 NASAG/4/1.2
	Item 1a – Request from Australian Mayoral Aviation Council (AMAC) to become a member of NASAG	
1020-1030	Item 1b – Update on technical elements of the proposed safeguarding framework (Dilip Mathew)	
1030 – 1040	Item 2 – Standing item: update regarding WOG and COAG processes with a bearing on NASAG – Scott Stone	Verbal update
1040 – 1140	Item 3 – Draft principles – roundtable discussion	NASAG/4/3
1140-1210	Item 4 – Supplementary noise metrics and ANEF – (Scott Stone)	
1210-1230	Item 5: - WA Statements of planning policies 5.1 and 5.3 regarding land use planning in the vicinity of Perth and Jandakot airports (Bruce MacDonnell)	
1230 – 1245	Item 6 – Update on Queensland proposed encroachment legislation (Michael Papageorgiou)	
1245 – 1330	Lunch	
1330- 1530	Item 7 – Presentation by DoIT on its submissions to land use planning applications/issues with the potential to affect airports and surrounding communities and roundtable discussion on each submission	NASAG/4/7
	7a – Introduction – (Scott Stone)	
	7b- NSW – North Sydney draft Local Environment Plan (LEP)- impact on protection of operational airspace	
	7c – WA – City of Swan (near Perth airport)- decision of State Administrative Tribunal upholding WA Planning Commission rejection of rezoning proposal	
	7d- NSW- Botany Council (near Sydney airport)- housing development within 25-30 ANEF contour	
	7e- NSW- Kurnell Peninsula (near Sydney airport) rezoning proposal	
	7f- QLD – racecourse precinct (near Brisbane airport) – proposal for residential development under busy flight paths	
1530 – 1540	Item 8 – Public Safety Zones – (Scott Stone)	NASAG/4/8
1540 - 1600	Item 9 – Any other business/concluding comments –Chair	

National Airports Safeguarding Advisory Group

DRAFT Record of Meeting

Title:	NASAG – Fourth Meeting			
Date:	10 December 2010			
Venue:	Hume Conference Room, Melbourne Airport			
Time:	1000 to 1600			
Attendees:	ACT	Chris Murray	DoIT	John Doherty, Chair-NASAG
	NSW	Martin Brown		Scott Stone, Dilip Mathew,
	NT	Mark Meldrum		Clare Guenther and Deborah
	QLD	Michael Papageorgiou and Randall Fletcher	ALGA	Reynolds
	VIC	Joanna Kormas and Marianne Richards	Airservices	Andy Hrast
	SA	Andrea Jorgensen and Mike Milln	CASA	Paul Dawson
	TAS	Peter Fischer	Defence	Malcolm McGregor
	WA	Bruce MacDonnell		John Kerwan
Apologies:	QLD	Megan Bayntun	SA	Mathew Loader
	VIC	Jeffrey Gilmore	WA	Gary Prattley
	NSW	Tom Gellibrand		

Key Discussion Items

Item 1 – Welcome, approval of agenda and draft meeting record (John Doherty, Chair)

The Chair welcomed attendees to the fourth meeting. NASAG approved the draft agenda and the record of the third meeting.

Item 1a – Request from Australian Mayoral Aviation Council (AMAC) to become a member of NASAG (Scott Stone)

NASAG considered a request from AMAC to become a member of NASAG. Members agreed that ALGA is the body best placed to represent the interests of local governments and it would not be appropriate to include AMAC on an inter-governmental group. States and Territories could also work through issues separately with local governments separately if required. Members agreed that AMAC should be encouraged to write to ALGA with its views on safeguarding issues.

Members noted that there would be value in hearing the views of groups such as AMAC and the Airports Association at future NASAG meetings.

Action item:

NASAG/4/1 Secretariat to inform AMAC of members' decision to decline membership.

Item 1b – Update on technical elements of the proposed safeguarding framework (Dilip Mathew)

Mr Mathew provided the following update:

1. Off-airport wildlife strike hazards: The Australian Aviation Wildlife Hazards Group (AAWHG) considered an initial draft of proposed guidelines at its meeting on 18 November. AAWHG considered parts of the draft to be conservative and suggested the draft be revised to make it easy to implement by planning authorities.
2. Building-generated turbulence/windshear: A firm of wind engineering consultants, Heggies, has been engaged to develop draft guidelines. The draft report is expected by January 2011.
3. Wind turbine farms: The Department and CASA have held discussions and will develop draft guidelines in consultation with Airservices and Defence. Agencies will ensure that the final set of guidelines is consistent with the proposed National Windfarm Development Guidelines being developed by the Environment Protection and Heritage Council.
4. Lighting and pilot distractions: The Department and CASA have held discussions and will develop draft guidelines based on existing CASA guidance.

Mr Stone said that once NASAG had endorsed guidelines, they will be published on the DoIT website as a central resource point for planners. It was agreed that this guidance material be non-technical and pragmatic to assist planners with decision making.

Action item:

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.

Item 2 – Standing item: update regarding WOG and COAG processes with a bearing on NASAG (Scott Stone)

Mr Stone advised that COAG at its April 2010 meeting agreed to rationalise the ministerial councils and a review process was commenced. It is likely there will only be eleven ministerial councils, with one for infrastructure-related issues such as the NASAG work. COAG will meet next on 14 February 2011 in Canberra and this matter may be considered then.

In order to place the NASAG work on the COAG agenda, the Chair suggested that a briefing be prepared for the Standing Committee on Transport (SCOT) and the Planning Officials Group (POG) and this be discussed with the SCOT and POG chairs to facilitate the COAG process. It will be necessary to ensure that the NASAG work is well integrated with other COAG initiatives and priorities.

There was some discussion whether the NASAG work, in particular the principles, be discussed with other stakeholders, such as local councils, prior to it getting ministerial approval. Mr Hrast (ALGA) advised that he cannot sign off on behalf of local councils. Mr Milln (SA) suggested that jurisdictions will need to brief their ministers about the practical implications of the principles. He suggested jurisdictions could map out the extent to which safeguarding principles are currently implemented.

NASAG noted that each jurisdiction should decide the appropriate timing to brief ministers and ALGA should consider how to obtain views from its members. Targeted consultation would be important, with bodies like AMAC and AAA, noting that wide consultation was conducted when the safeguarding discussion paper was released.

The Major Cities Unit remains part of DoIT. This Unit has just released the *Our Cities - building a productive, sustainable and liveable future* discussion paper, available at <<http://www.infrastructure.gov.au/infrastructure/mcu/urbanpolicy/index.aspx>>. Comments are due by 1 March 2011.

Action item:

NASAG/4/3 *Secretariat to provide advice to the Chairs of SCOT and POG regarding the work of NASA and discuss the process for ministerial council endorsement. Subsequently, NASAG will provide a report to ATC through SCOT.*

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.*

Item 3 – Draft principles – roundtable discussion

Members discussed the revised version of the draft Principles Document.

South Australia

SA comments focused on noise issues. The SA representatives advised that Principle 2.4, relating to enhancing public information and the use of supplementary noise measures, concerned SA as multiple measures could lead to confusion and subsequent legal challenges. SA's position is that supplementary noise measures are more appropriate at regional airports and not at Adelaide, where even the AS 2021 system could not be fully applied. SA advised that there was limited application of the AS 2021 system by councils in Adelaide.

Discussion ensued on the SA position and the views expressed included:

- There needs to be a clear distinction between supplementary noise metrics being used for re-zoning decisions and being used to provide additional noise information.
- The supplementary metrics could be used for planning decisions relating to future development.
- A key weakness of ANEF contours is that they are wrongly interpreted as delineating the limits of aircraft noise issues.
- The ANEF system does not reflect flight paths or night time noise properly.
- An advantage of the ANEF contour system from the view of planning authorities is that it provides certainty for planners.
- Planners could use ANEF contours as the primary noise metric tool for land use planning but supplementary metrics could be used to enhance planning outcomes since aircraft noise affects residents outside the applicable contours.

- There may be a need to investigate the relationship between the ANEF system and building standards.
- Some councils apply conditions more restrictive than AS 2021 e.g. new development is not permitted within the ANEF15 contours of Point Cook and East Sale airports.

SA recommended that the principles be expressed at a very high level. DoIT emphasised that the principles need to be aspirational, not just a reflection of the status quo. The principles need to facilitate more informed decision making by planners. The current draft would benefit from separating measures for planning from education tools. TAS commented that while more information is useful at the strategic level, planning authorities need solid data to influence decisions regarding zoning.

The Chair asked whether SA would have considered applying the new metrics to Parafield Airport in the hypothetical case of the surrounding area zoned as rural, and a hypothetical proposal to re-zone the surrounding area to residential. SA agreed that under these circumstances, and given the type of flight operations prevailing at Parafield, the new metrics would probably provide a better land use planning outcome than application of ANEF/AS2021.

The Chair asked whether AS 2021 binds planners and the consensus was that it does not.

The ACT was concerned that individual decision makers could face legal challenges if a residential development application is rejected in an area already zoned residential. It is also important that planning authorities take a more cautious and considered approach before rezoning an area for residential use.

There was discussion about whether AS 2021 needs reviewing. There is concern about the process used for developing and reviewing the standards and the uncertainty of outcomes resulting from such a process.

Defence

Defence is generally supportive of the principles and the additional or supplementary noise metrics. Defence agreed that in the Principles Document, references to airports could include military airfields in the introductory comments.

In relation to a Defence comment, the Chair said that the health impacts of aircraft noise are hard to quantify so not necessary to include in this document at this stage. It was noted that the WHO has undertaken a study into the health effects from noise and that road noise was more problematic than aircraft noise.

Tasmania

TAS sought clarification on how the principles will be applied. While generally comfortable with the intent, TAS was concerned that some of the draft principles suggest agreement by jurisdictions to taking specific actions. TAS suggested that the principles should be high-level advice that can be applied when planning new airports and also applicable to existing airports. TAS suggested that once the wording of the Principles Document is agreed, another document

setting out the manner in which the principles will be implemented by each jurisdiction is required, and this could be in the form of a Heads of Agreement.

The Chair advised that the principles must be meaningful and practical and asked members whether a two-tier approach to the Principles Document is desirable. QLD suggested that the principles could clarify that land use decisions applicable to new developments would be different to that applicable to existing developments. QLD agreed that the Principles Document should start from an aspirational point of view.

One option for the document could be to have one tier outlining best practice and another tier outlining practical applications along the lines of: "better outcomes for new planning and improved outcomes for existing developments". The Chair concluded by saying that the document should provide encouragement to go forward.

SA enquired about the feasibility of developing a nationally consistent planning regime as stated in the White Paper. The ACT suggested there would be variations between jurisdictions in achieving this aim. QLD agreed that while there will be convergence around best practice, there will be different positions at the local level. The Chair agreed that this process will determine best practice but also recognise practicalities, and the Chair reiterated the need to avoid move forward from the existing situation.

Victoria

The VIC representatives discussed their comments and stated that they were provided at officer-level only and noted that a new Victorian government had been recently elected.

VIC advised that the existing Victorian safeguarding policy is broadly consistent with the policy position of the Commonwealth.

The discussion then focussed on the need for complementary support from technical authorities and the issues of local councils being charged for technical advice from CASA or Airservices Australia. This matter had previously been brought up by the previous Victorian Government in its input to the White Paper.

CASA advised that the limitations of regulations also need to be taken into account. The Chair asked whether it would be useful to further analyse the CASA regulations and any identified gaps. A number of questions emerged regarding the potential for CASA to be liable for compensation for warning a council regarding incompatible land use and regarding CASA levying fees for advice on councils.

DoIT believed that compensation would not be payable if a proponent is unable to construct a building that would penetrate prescribed operational airspace. The Chair suggested that clarity is required regarding CASA advice for councils, in particular what advice councils need for sound decision making. VIC suggested that the dialogue needs to happen early and the advice needs to be provided. DoIT advised that the paper currently being drafted on the protection of operational airspace will address these questions.

Australian Capital Territory

The ACT was in agreement with the thrust of the Principles Document but suggested the document could be re-structured to reflect comments from jurisdictions.

Western Australia

WA advised that comments will be submitted shortly.

[Secretariat: comments were received before Christmas 2010.]

New South Wales

NSW advised that comments will be submitted shortly.

Conclusion

The Chair concluded the discussion as follows:

- The Principles Document needs to explain more about the context and what jurisdictions might try to achieve more broadly;
- The process of implementing the principles will vary across jurisdictions;
- The principles should be aspirational not prescriptive;
- The principles will not bind the States and Territories;
- There will be another document to track implementation and a process to undertake this work will be determined at a later stage;
- The principles will address planning for existing as well as undeveloped areas.

During the above discussions ALGA tabled a letter from Port Stephens Council regarding the need to review AS 2021 to account for military aircraft noise. NASAG agreed that the letter be referred to Defence for reply.

Action items

NASAG/4/5 *Secretariat to re-draft principles and circulate to members.*

NASAG/4/6 *Defence to reply to Port Stephens letter regarding military aircraft noise, as tabled by ALGA.*

NASAG/4/7 *Monitoring of progress with implementing the principles will begin at a future a future date.*

Item 4 – Supplementary noise metrics and ANEF (Scott Stone)

This item was held over as many of the issues had been discussed under agenda item 3.

Item 5 – WA Statements of planning policies 5.1 and 5.3 regarding land use planning in the vicinity of Perth and Jandakot airports (Bruce MacDonnell)

The WA Planning Commission (WAPC) presented on the WA planning policies 5.1 and 5.3 which regulate land use planning around Perth and Jandakot airports respectively.

Key points:

- The policies were made to safeguard operations at these important airports from urban encroachment by aircraft noise- incompatible developments and to minimise aircraft noise impacts on surrounding communities
- The policies aim to balance the need for land use decisions to be aircraft noise-compatible with the need to cater for urban consolidation to accommodate population growth
- Policy 5.1, applying to Perth airport, incorporates the building site acceptability advice contained in table 2.1 of AS 2021
- Policy 5.3, applying to Jandakot airport, recognises the limitations of AS 2021 advice in relation to general aviation airports. General aviation aircraft noise impacts are poorly captured by the ANEF system. Land use policy is therefore based on two defined areas – the Core Area, which covers the land within the 20 ANEF contour and the Frame Area, which covers the land between the ANEF 20 contour and a boundary defined by a group of specified roads.
- AS 2021 advice on site acceptability is adapted to the Core and Frame areas
- The policies are implemented using the following measures – zoning/density coding, notification on title for land within 20 ANEF and advice regarding aircraft noise impacts, development controls, subdivision controls and referral arrangements to WAPC/ airport operators.
- WA recognises that optimal outcomes require co-operation between all levels of government.

All environmental buffers are under pressure, including those for utility providers and ports.

In 2008 the WA State Administrative Tribunal (SAT) upheld the WAPC rejection of a development proposal for a site that would have been affected by aircraft noise. The proponent wanted to construct 139 dwelling, of which 80% would be within the 25-30 ANEF contour. Under Policy 5.1, the local council (City of Swan) referred it to WAPC recommending approval. WAPC rejected the proposal and on appeal, the SAT upheld the decision. A copy of the SAT decision is attached.

Item 6 – Update on Queensland proposed encroachment legislation (Michael Papageorgiou)

Mr Papageorgiou advised NASAG that this legislation is likely to go through Cabinet in the first quarter of 2011. More detail will be provided at the next NASAG meeting.

The presentation raised issues of urban encroachment particularly relevant given the increasing demand for infill development.

- The legislation will provide protection for certain industries from nuisance complaints regarding matters such as emissions, noise and aromas that are within accepted limits. The proposed legislation is similar to the Queensland *Planning (Urban Encroachment–Milton Brewery) Act 2009*. A number of implementation issues are still being worked through.
- Proposed legislation features include:
 - Coverage of areas of significant interest to the State- e.g. economy or heritage

- Ministerial decision would be appealable
- Common law right to sue would remain
- Notifications of potential for nuisances such as noise
- Legislation review every ten years
- Potentially applicable to airports

The Chair asked for a regular update on progress as this matter was of great interest to many NASAG members.

NASAG/4/8 Queensland to provide regular updates on progress with proposed encroachment legislation.

Item 7 – Presentation by DoIT on its submissions to land use planning applications/issues with the potential to affect airports and surrounding communities and roundtable discussion on each submission

DoIT presented case studies regarding land use planning relevant to safeguarding of airports.

- NSW – North Sydney draft Local Environmental Plan – impact on protection of operational airspace
 - DoIT was invited to comment on the draft North Sydney local Environmental Plan (LEP). LEP is the document that guides planning decisions and requirements in NSW local government areas.
 - The draft LEP incorporated a clause stating that a development that would penetrate the Obstacle Limitation Surface (OLS) for Sydney airport will not be approved if the relevant Commonwealth body objects. This is a good outcome that could be improved if the clause includes a reference to PANS-OPS surfaces and DoIT will follow this up with NSW Planning.
- NSW – Botany Bay (near Sydney Airport) – housing development within 25-30 ANEF contour
 - The City of Botany Bay took legal action against NSW Housing to prevent its housing proposal for seven townhouses at Eastlakes under the Sydney airport flight path. The proposal was inconsistent with the council's development control plan for aircraft noise. The council lost the case. *[Court case to be circulated with draft meeting records];*
- NSW – Kurnell Peninsula (near Sydney Airport) – rezoning proposal.
 - The Department opposed a draft State Environmental Planning Policy (SEPP) which proposed to rezone land for housing on the Kurnell peninsula. The proposal was opposed because the land is close to the airport, under the flight path for the main runway and is the designated curfew runway.
 - However, in September 2010, the NSW approved the SEPP, thereby permitting up to 420 dwellings to be built.

- QLD – Racecourse Precinct (near Brisbane Airport) – proposal for residential development under busy flight paths.
 - The Department opposed a proposal to build apartments of up to 12 stories because of the potential noise impacts. Modelling was developed of noise impacts at these sites that showed a significant number of over flights, with a peak noise level of 80 dB (A) and up to 160 events greater than 60 dB (A) per day.
 - The Department suggested that potential residents should be well informed should be well informed if the proposal is implemented.

NSW advised that the NSW LEP clause mentioned only refers to buildings but it will be amended to include other impacts on operational airspace such as plumes.

NSW mentioned that residents in Jerrabomberra (under Canberra Airport flight path) did consider taking the developers to court over noise issues but preliminary legal advice suggested that their case was not substantial enough so this did not proceed.

These examples demonstrate the need to be flexible when considering the principles around the zoning process. It is also important to consider how airports participate in the future and provide noise disclosure information.

Item 8 – Public Safety Zones (Dilip Mathew)

Mr Mathew gave a presentation on Public Safety Zones (PSZs), which are areas commencing at runway thresholds where development is restricted with the aim of controlling the population exposed to injuries from a plane crash.

Three different approaches were described:

UK- Since 2002, the PSZ covers the 1 in 100,000 individual risk contour i.e. the population here has a 1 in 100,000 chance of being killed in a plane crash per annum. The only new development allowed here is low-density non-housing development such as long-term car parks. The 1 in 10,000 individual risk contour is also established and no occupied dwelling is permitted here, and no property used as an all-day workplace is permitted either.

Queensland- Public Safety Areas are declared at certain airports. The model is in the shape of a 1 km long trapezium, with a width of 350m at the threshold and tapers to a width of 250m. Queensland policy is to retain existing development commitments but to prevent an increase in the population of residents or workers and also to avoid the use of hazardous materials in the PSA.

Netherlands- A metric called the Summed Weighted Risk (SWR) is applied. SWR is the sum of all houses in a particular area multiplied by the individual risk at each house. Government policy is that there should be no increase in the SWR within the 1 in 100,000 and 1 in 1,000,000 risk contours.

After the presentation the Chair commented that there are a number of issues associated with this topic, for instance the decision not to increase densification in certain areas at the end of runways at certain airports could be problematic for some jurisdictions. While this matter could be useful for on-airport development, the question is whether it will be a useful policy for off-airport development.

The Defence Department is working through some public safety zone issues in relation to Edinburgh airfield, and a study is being undertaken in Darwin. VIC advised that a study was recently done of PSZs around seaports.

The Chair asked whether it would be better to work off something less prescriptive. One option could be to rely on the ANEF system, because strict application of AS 2021 building site acceptability advice might achieve the same purpose as public safety zones.

Item 9 – Any other business – Chair

The Chair referred NASAG to the Productivity Commission's Inquiry into Economic Regulation of Airport Services announced by the Minister for Infrastructure and Transport and the Assistant Treasurer on 9 December 2010. The Review is expected to take 12 months. More information is at <http://www.ministers.infrastructure.gov.au/aa/releases/2010/December/AA492_2010.htm>.

Next meeting

The time and location of the next meeting was discussed. It was agreed to hold the meeting in Brisbane in March 2011 on a date to be advised.

Fifth Meeting

Venue: McLeod Room, Novotel Brisbane Airport,
6-8 The Circuit,
Brisbane Airport, QLD

1000 – 1600 Friday 18 March 2011

DRAFT AGENDA

Time	Item	Papers
0900 – 1000	<i>Morning tea will be available</i>	
1000 – 1010	Item 1 – Welcome, approval of agenda and draft meeting record, and progress on actions arising from previous meetings (Chair)	NASAG/5/1.1 NASAG/5/1.2 NASAG/5/1.3
1010 – 1030	Item 2 – Standing item: update regarding COAG/Cwth/State & Territory processes with a bearing on NASAG (Scott Stone)	
1030 – 1115	Item 3 – Industry presentation – examples of safeguarding issues at Sunshine Coast Airports (Simon Kinchington &/or Peter Pallot)	
1115 – 1135	Item 4 – Presentation on the Moorabbin Airport Circuit Path Taskforce (Scott Stone, DoIT/Marianne Richards, Vic)	
1135 – 1220	Item 5 – DRAFT Guidelines: progress, issues and process to finalise: • Wildlife hazards (Laurie Taylor) • Protection of Airspace (OLS & PANS-OPS) (Dilip Mathew) • Wind turbines and wind turbine farms (Dilip Mathew) • Lighting and pilot distractions (Dilip Mathew) • Building-generated wind turbulence study (Dilip Mathew)	NASAG/5/5.1 NASAG/5/5.2 NASAG/5/5.3 NASAG/5/5.4
1220 – 1300	<i>Lunch</i>	
<i>10 minutes</i>	<i>Walk to Brisbane Airport Experience Centre</i>	
1310 – 1350	Tour of Brisbane Airport Experience Centre, Mark Willey, Brisbane Airport Corporation	
<i>10 minutes</i>	<i>Walk from Brisbane Airport Experience Centre to venue</i>	
1400 – 1515	Item 6 – Consideration of Draft Principles paper (Scott Stone)	NASAG/5/6
1515 – 1530	Item 7 – Table of existing legal/policy frameworks in jurisdictions to safeguard airports (Dilip Mathew)	NASAG/5/7
1530 – 1540	Item 8 – Letter from Port Stephens Council (Andy Hrast, ALGA)	NASAG/5/8
1540 – 1600	Item 9 – Any other business/concluding comments including next meeting and actions required (Chair)	
1530 – 1630	<i>Afternoon tea will be available</i>	

National Airports Safeguarding Advisory Group

Title:	NASAG – DRAFT Record of Fifth Meeting
Date:	18 March 2011
Venue:	McLeod Room, Novotel Brisbane Airport, Brisbane QLD
Time:	1000 to 1600

Attendees:

ACT	Chris Murray	DoIT	John Doherty, Chair-NASAG Scott Stone Dilip Mathew Chris Samuel, Deborah Reynolds
NT	Mark Meldrum		
QLD	Michael Papageorgiou Randall Fletcher		
SA	Mathew Loader Mike Milln	Airservices	Paul Dawson, Andrew Sparrow
VIC	Joanna Kormas Marianne Richards	ALGA	Andy Hrast
		CASA	Peter Cromarty
WA	Bruce MacDonnell	Defence	John Kerwan

Apologies:

NSW	Tom Gellibrand Martin Brown	TAS	Peter Fischer
VIC	John Ginivan		

Key Discussion Items

Item 1 – Welcome, approval of agenda and draft meeting record (John Doherty, Chair)

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

Progress on actions arising from previous meetings (refers document NASAG/5/1/3) is noted at Attachment A.

The Chair reminded NASAG that there had been a Freedom of Information (FOI) request which required the release of NASAG Minutes after consulting members. The Chair noted that DoIT would again consult members if required to comply with a request under FOI.

Item 2 –Standing item: update regarding COAG/Cth/State & Territory processes with a bearing on NASAG (Scott Stone)

Mr Stone (DoIT) advised that the role of NASAG will be raised at the next meeting of the Standing Committee on Transport (SCOT) to be held on 30 March 2011. It is expected that the role of NASAG will be explained to the Australian Transport Council (ATC) at the 20 May 2011 meeting prior to determining the need to go to COAG. Alternatively, it may be considered post-July 2011 by the new Transport and Infrastructure Council, given that the Planning and Local Ministers' Council will no longer exist.

Mr Stone said POG has been approached regarding the role of NASAG as agreed at NASAG 4 and a copy of the letter circulated to members.

Mr Stone said the COAG Cities reform process and the National Urban Policy development process were in progress. The aim is to ensure cities can meet future challenges by being more productive, sustainable, and liveable and better governed. It is envisaged that NASAG's work will be an input into the major cities planning work.

Item 3 – Industry presentation – examples of safeguarding issues at Sunshine Coast Airports (Simon Kinchington & Peter Pallot)

Mr Pallot and Mr Kinchington gave a presentation on land planning issues around Sunshine Coast Airports and the effect that residential development in the vicinity is having on their operations and expansion plans. In the case of Sunshine Coast Airport, buildings within the 20 ANEF contours had increased from one in the mid 1980s to 2,400 today. They stressed the need for better community understanding of aircraft noise impacts and the need to formalise the role of each of the government agencies so that it was clear to whom particular issues should be referred. They said that the problem was not RPT flights but circuit flying and suggested that tracking flight paths and using alternative noise metrics such as N60 and N70 would provide a better planning tool than the ANEF.

The Chair said that the pressure to use all available land should not be underestimated. Mr Stone commented that the time to take into account aircraft noise impacts is when rezoning is being considered. Once the decision to rezone had been taken it was probably too late to reject a proposal. Mr Murray (ACT) said ideally, it should be considered at the very outset, such as at the spatial planning stage.

Item 4 – Presentation on the Moorabbin Airport Circuit Path Taskforce (Marianne Richards, VIC)

Ms Richards (VIC) gave a presentation on this task force and its examination of the potential for changes to training circuits to improve safety and reduce noise. The task force was established as a condition of the Minister's approval of the Moorabbin Airport 2010 Master Plan. She suggested that the community impact could be dealt with in part by cooperation between the airport operator and aviation operators so that as far as possible flying circuits could be kept way from residential areas. However, as cities grew options to move circuits become more limited. Issues being examined include:

- changes to hours/days of operation
- moving some training to non-urban airports
- using flight simulators to replace aircraft operations
- limiting total aircraft operations at the airport
- limiting number of aircraft in the circuit.

Ms Richards said that it was very important that people knew who to talk to about noise issues.

Mr Milln (SA) said that Parafield was a classic example of where the application of the ANEF system in isolation had produced bad outcomes with residential developments under training circuits.

Mr Kinchington (Sunshine Coast Airports) said that at Caloundra negotiations between operators, councils and residents had led to circuits being moved to over the airport and vacant land and as a result complaints had decreased.

Item 5 –DRAFT Guidelines: progress, issues and process to finalise:

The Australian Aviation Wildlife Hazards Group (AAWHG) was tasked in August 2010 by NASAG to develop guidelines to manage the risk of wild life strikes in the vicinity of airports.

A presentation was given by Mr Laurie Taylor, Chair, AAWHG and Manager, Engineering, of Qantas' Boeing 737 Fleet.

The guidelines propose benchmarks for distances to separate airports and attractants of potentially hazardous wildlife. The separation distances are based on ICAO-recommendations viz, 3km, 8km, and 13 km.

Mr Mathew (DoIT) gave a short presentation on draft guidelines on the following:

- protection of airspace
- wind turbines and wind turbine farms
- lighting and pilot distractions.

Mr Mathew explained that draft guidelines relating to building-generated wind effects were being finalised. The work is being conducted by a firm of wind-engineering consultants and a draft report is expected to be ready in time for the next NASAG meeting.

Mr Stone stressed that the guidelines are not supposed to be prescriptive, but rather their purpose is to build awareness and to assist local planners in making well informed decisions. It was agreed that the Secretariat will go through the guidelines to remove any language that is overly prescriptive, and members' comments will be considered prior to distributing revised guidelines within the next few weeks.

There was a general discussion about how the guidelines should be taken forward, with Mr Hrast (ALGA) suggesting that they be tested with those who would use them before they went out as final guidelines. This was agreed, although the Chair stressed that there may be instances where guidelines use established ICAO terminology and Australia should be reluctant to move away from this. It was also agreed that as far as possible it would be desirable to send out the draft guidelines for comment as a whole package.

Action item:

NASAG5/1

➤ NASAG to provide comment on the following draft guidelines within two weeks:

- *Protection of airspace around airports*
- *Wildlife hazard management*
- *Wind turbine developments*
- *Lighting/pilot distractions*

➤ The Secretariat to redraft the guidelines as draft documents following receipt of NASAG comments and to circulate them to Members

- ***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.

Item 6 – Consideration of Draft Principles Paper (Scott Stone)

Mr Stone said that the Secretariat had tried to change the tone of the draft principles to make them less prescriptive and therefore more likely to be acceptable to all jurisdictions. He said an implementation plan would be drawn up when the principles had been agreed.

DoIT recognised that each jurisdiction had its own land use planning arrangements and that they would be starting from different places. It was therefore important for each jurisdiction to be able to implement the principles in its own way. Mr Stone suggested that it would be useful to have a matrix which showed where the states and territories currently are and to use this as

the starting point for charting progress. He said that DoIT saw Queensland's state planning policy as progressive, especially on air space protection, but recognised that it might not work for others.

Members indicated broad acceptance of the draft principles, with some editorial changes. The only issue on which clarification was sought was the paragraph on responsibility for preparing planning documents that identify strategically important airports. The Chair said that the Government was keen to encourage the airports to accept that they had an important role to play in the process. He said that the Secretariat would have a look at this paragraph with a view to making it clearer.

Mr Stone said that in light of the response to the draft Principles Paper the Secretariat would start work on the implementation plan. The implementation plan will become more important with the Principles Paper becoming more aspirational and less detailed.

Action item:

NASAG5/2 The Secretariat to incorporate changes to Principles Paper and recirculate.

- ***The Secretariat to present a draft implementation plan for consideration at the next meeting.***

Item 7 – Table of existing legal/policy frameworks in jurisdictions to safeguard airports (Dilip Mathew)

Due to lack of time, this item was taken on notice with comments to be referred to Dilip Mathew via the 'safeguarding' mailbox- safeguarding@infrastructure.gov.au.

Item 8 – Letter from Port Stephens Council (Andy Hrast, ALGA)

Mr Hrast (ALGA) explained the letter from Port Stephens Council. He said that the Council was not against Williamtown airport and were in fact very supportive. Their concern was the Joint Strike Fighter (JSF) which is noisier than the F18. The Council was keen to have a review of the ANEF system and AS2021 with reference to noise at military airports, specifically Williamtown.

Mr Kerwan (Defence) said that military airports have lower movement frequencies, but higher noise and more circuit flying than civil airports and the Joint Strike Fighter was noisier than F/A-18 Hornet aircraft in certain phases of flight. The Chair commented that if the ANEF system were applied to military operations at Williamtown a much larger area and number of people would be affected. Mr Hrast said that the Council would like to attend a NASAG meeting to present their views. A particular concern they had was the impact on property values.

The Chair said that it was not NASAG's role to resolve particular issues and suggested that the Council be invited to write to him detailing their concerns and explaining what they saw as coming out of a review. NASAG would then put in place a process to work with Defence to address their concerns and report back to them on the outcome.

Action item:

NASAG5/3 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.

Item 9 – Any other business/concluding comments including next meeting and actions required (Chair)

Next meeting

It was agreed the sixth meeting will held in Sydney or Melbourne in mid June 2011. The Secretariat will confirm venue and date.

Members expressed a preference that papers be staggered and requested that they be sent when ready rather than as a batch. Secretariat undertook to provide business papers three weeks before the meetings.

Sixth Meeting

Venue: Qantas Meeting Rooms, Sydney Airport,

1000 – 1400 Thursday 18 August 2011**DRAFT AGENDA**

Time	Item	Papers
<i>0930 – 1000</i>	<i>Morning tea will be available</i>	
1000 – 1010	Item 1 – Welcome, approval of agenda and draft meeting record, and progress on actions arising from previous meetings (Chair)	
1010 – 1130	Item 2 – Discussion on land use planning principles including incorporation of alternative noise metrics (Scott Stone)	
1130 – 1145	Item 3 – Standing item: update regarding COAG/Cwth/State & Territory processes with a bearing on NASAG (Scott Stone)	
1145 – 1230	Item 4 – Update from States and Territories on matters of interest to NASAG (State/Territory representatives)	
<i>1230 – 1315</i>	<i>Lunch</i>	
1315 - 1400	Item 5 –Guidelines: Building induced windshear (Dilip Mathew, Peter Georgiou):	
1400 – 1415	Item 6 – Guidelines: Status of consultations with councils • Wildlife hazards • Protection of Airspace • Wind turbines and wind turbine farms • Lighting and pilot distractions (Dilip Mathew)	
1415 – 1430	Item 7– Any other business/concluding comments including next meeting and actions required (Chair)	

NASAG

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 2 – Discussion on land use planning principles including incorporation of alternative noise metrics

██████████ introduced the alternate noise metrics paper and draft land use planning guidance material for development in the vicinity of airports. It was explained that the intention of the proposal was to use the Australian Noise Exposure Forecast (ANEF) system in correlation with additional measures of aircraft noise contours to not only provide planning guidance for noise sensitive developments near airports but to also provide greater certainty to prospective residents. The limitations of the ANEF system were discussed, including that it can encourage a misunderstanding that there is negligible noise exposure outside the 20 ANEF contour.

██████████ said that in some built up areas, notification is the only tool available. However, in newer areas, governments can be more sophisticated in making land use decisions using supplementary noise metrics.

██████████ agreed that it was difficult to determine the potential impact of an alternate noise metric without being familiar with what this may look like at respective airports.

██████████ said that he was comfortable with the Principles document, however the way in which the Principles are implemented will be important. It would be up to local authorities to have regard for an alternate noise metric in rezoning and determining land use priorities.

██████████ noted that a special metric may be required for RAAF bases as aircraft movement numbers are low but produce very high sound levels. It was agreed to look at this matter offline.

██████████ suggested that the Principles document would benefit from some introductory or contextual text about how the guidelines are to be used as well as further differentiation between brown and greenfield development. He emphasised that planners should assess risk in making planning decisions such as whether approving a development proposal could jeopardise the operations of an airport. ██████████ suggested that it would be beneficial for State/Territory Governments to have a directional power to ensure that all aspirations of a region's geographic footprint are met and that infrastructure is adequately protected.

Members discussed the process for identifying strategically important airports. Most jurisdictions had already, or thought it straightforward, to maintain a list of those airports which they considered most strategically important. [REDACTED] emphasised the importance of looking at the role of an airport in the whole transport system in making this assessment, particularly in the case of regional airports.

It was agreed that following provision of a progress report on NASAG to the Transport and Infrastructure Senior Officials' Committee (TISOC), NASAG could further develop a position to take to COAG (through the Standing Council On Transport and Infrastructure). The COAG Reform Council capital cities strategic planning review might then reference the suite of airport safeguarding principles as an attachment.

In response to a query regarding the future of AS2021, DoIT advised that this could potentially occur in the future but noted that the proposal under consideration was not inconsistent with AS2021.

Action item:

NASAG 6/2

- a. *DoIT to write to leased federal airports requesting ultimate capacity supplementary noise contours for respective airports or provision of data to enable DoIT to develop contours (20 event N70, 50 event N65, 100 event N60 and 3,6 and 12 event N60s for night time noise).*
- b. *DoIT to revise Principles document to reflect the full set of safeguarding guidance material under development and to include some introductory contextual text.*
- c. *Members to provide any further comments to DoIT on Principles document and attachments (Alternative Aircraft Noise Metrics paper and draft National Land Use Planning Guidelines for Developments in the Vicinity of Airports).*
- d. *DoIT to draft paper on the process of formalising ANEFs for presentation at next NASAG meeting.*
- e. *Report on the progress and status of NASAG's work program to be provided to TISOC at its September 2011 meeting.*

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 Ginivan (Victoria) advised NASAG of amendments to the planning code which prohibit wind farm developments in certain no go areas.

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 5 – Guidelines: Managing the risk of building generated windshear and turbulence at airports (Dilip Mathew, Peter Georgiou)

Mr Mathew and Mr Georgiou provided an introduction and background into building generated wind effects at airports and explained the process and rationale behind the development of the draft guidelines.

Members' comments largely concerned the flow and readability of the draft guidelines and suggested that they would need to be set out as a sequential set of steps in order for planning officials to readily reference them. Members agreed that it would be important to determine a suitable 'rule of thumb' such as a 'height multiplier' rule to determine the acceptability of buildings such as the Netherlands 1:35 rule to assist local councils. Mr Stone expressed the view that the downside of using simple rules is that they might lead to overly restrictive planning outcomes to achieve the required level of safety.

██████████ suggested that as an alternate, the risk posed by windshear could be considered as part of a duty of care on the part of airport operators. DoIT reiterated that industry and pilots have requested guidelines be developed and that the intention of the guidelines is to avoid inappropriate development in the first place.

██████████ expressed some reservations about the scope of CASA's regulatory powers to deal with some of these issues.

Action Item:

NASAG 6/5

- ***Members to provide comments on draft windshear guidelines to DoIT.***

Item 6 – Guidelines: Status of consultations with councils (Dilip Mathew)

Mr Mathew (DoIT) reported that various consultative processes were underway and that feedback is expected on the technical guidelines by 5 October 2011.

Mr Loader (SA) suggested that the suite of guidelines should be reviewed by a planning consultant with experience working across jurisdictions to assess if the guidelines are fit for purpose. Mr Loader suggested this would be appropriate before the documents progressed to Secretary/Ministerial level. Mr Stone (DoIT) responded that the Group will have a better idea of whether or not such a process is necessary once feedback is received from councils.

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

No further business was raised.

National Airports Safeguarding Advisory Group

Seventh Meeting

Venue: Novotel Brisbane Airport, Queensland

1000 – 1530 Wednesday 16 November 2011

DRAFT AGENDA

Time	Item	Papers
<i>0930 – 1000</i>	<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)	
<i>1245– 1330</i>	<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) • 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)	

**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 (proxy for Mark Meldrum)
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 Michael Papageorgiou
QLD Department of Local Government and Planning

Mr Randall Fletcher
QLD Department of Transport and Main Roads

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 De Rooy
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
TAS Department of Infrastructure, Energy and Resources

Mr John Doherty
Federal Department of Infrastructure and Transport

NATIONAL AIRPORTS SAFEGUARDING ADVISORY GROUP

16 NOVEMBER 2011

DRAFT MINUTES

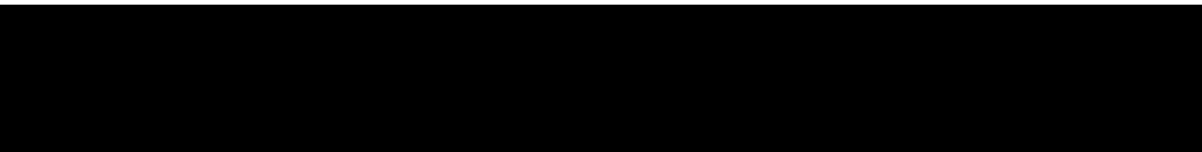
1. OPENING REMARKS, ADOPTION OF AGENDA, MINUTES, NASAG ACTION ITEMS

The Chair welcomed attendees to the seventh meeting of NASAG and re-emphasised the objectives of the NASAG safeguarding initiative. The Chair outlined the importance of protecting airports as key infrastructure assets in order to enable them to grow without hindering other parts of the economy. The Chair also identified the integration of airports into the urban form and acceptance by the community as key objectives of NASAG's work.

The agenda was accepted without amendment.

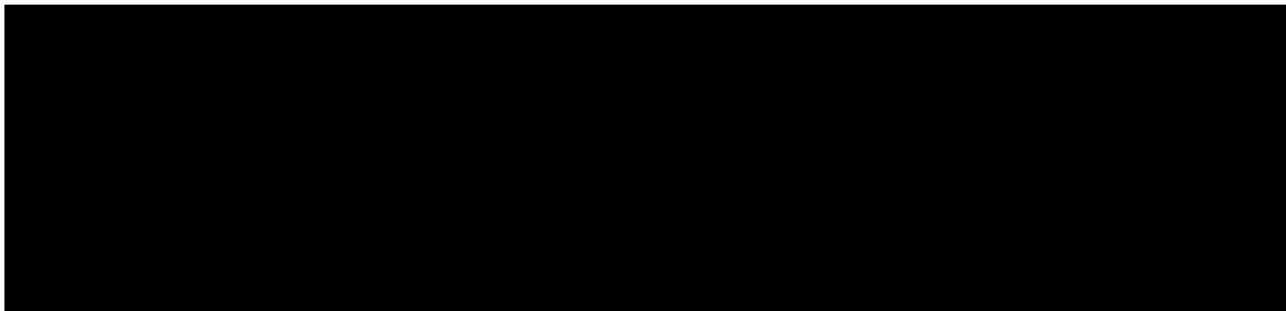
Mr Ginivan requested further information concerning Victorian wind farm planning controls be included in the minutes from the sixth NASAG meeting. Annotated amendments were provided to the Secretariat.

Mr Stone provided an update on the consultations concerning draft safety guidelines which were circulated to industry and local government for comment. Mr Stone reported that guidelines on lighting of obstacles and wildlife strikes had received good support. There have been some concerns reported by Salisbury Council on the draft wildlife guidelines which will be considered in the final version. Mr Stone reported that draft guidelines on wind farms had attracted diverse views and that a workshop would shortly be held with regulators, agriculture pilots and the energy industry to discuss wind farm issues further. DoIT has sought examples of the risk assessments reportedly undertaken by wind farm proponents in determining whether lighting of a proposed wind farm is necessary.



2. UPDATE REGARDING COAG / COMMONWEALTH / STATE & TERRITORY PROCESSES WITH A BEARING ON NASAG

Mr Stone reported that a NASAG progress report had been considered at the September 2011 meeting of the Transport and Infrastructure Senior Officials' Committee (TISOC). At this meeting, it was agreed to provide the draft safeguarding framework material to the Standing Council on Transport and Infrastructure (SCOTI) for consideration at its May 2012 meeting.



The Chair called for jurisdictions to consider how the safeguarding framework can best be incorporated into the respective planning systems and committed to providing an implementation plan outlining such details with the package of materials to go to TISOC. He said that while DoIT was willing to coordinate this work, it would rely on input from jurisdictions.

The Chair suggested a re-working of the structure of the principles and land use planning guidelines to clarify where the documents sit within the safeguarding framework and their intent (for example, whether they are intended to be instructional or an aspiration). The Chair also suggested that Ministers would benefit from the implications of adopting each document being further drawn, particularly in briefing materials.

The structure and content of the safeguarding framework package to be submitted to SCOTI was confirmed by DoIT to include of an overarching principles document, a set of national land use planning guidelines, a suite of technical safety related guidance material and an implementation plan.

It was agreed that the next NASAG meeting would occur in the 2nd week of February 2012 with the purpose of finalising the package of materials and paper to go to TISOC. It was further agreed that a drafting group consisting of DoIT, NSW, ACT, VIC, SA and QLD would convene in early December to refine the principles document and to develop the TISOC paper (particularly the recommendations that will go forward), with a view to finalising the documents at a further meeting in January. Jurisdictions agreed to provide any further comments on the draft principles and/or guidelines documents by 25 November 2011 in order to feed into the working group meeting. The Chair said that the Secretary of DoIT would write to CEOs to formalise this process.

Mr Stone reported that the Council Of Australian Governments (COAG) Reform Council's report on the review of capital city strategic planning systems will be considered by COAG in February 2011 and that the draft report was now with jurisdictions for comment.

Noting that planners are often required to make a trade-off in assessing development proposals, Mr Loader (SA) said that it would be useful to provide decision makers with as much information as possible, including an alternate noise metric to inform their decisions. He said however, that provision of further noise information was unlikely to influence considerations in South Australia.

Mr Gellibrand (NSW) raised issue with the application of the N70 etc contours to brownfield areas which he said would essentially quarantine large parts of Sydney. He said that growth is often favoured in established areas of Sydney due to the proximity of these areas to the CBD rather than in greenfield areas which are mostly on the outskirts of the city. Mr Stone agreed that it is important the guidelines differentiated between greenfields developments and consolidation of existing urban areas.

Mr Milln (SA) noted that while SA had no objection to the Principles as written, the draft land use planning guidelines specified measures that go beyond what could reasonably be implemented under the circumstances applying to Adelaide Airport. For SA to be able to accept the Principles, therefore, the attachment should be separated from the Principles and published as part of the suite of other guidelines planned. It was agreed to amend the principles and guidelines documents to make this distinction.

NASAG:

1. **AGREED** that noise information provided by airports would be circulated to Members (DoIT).
2. **AGREED** that the principles and land use planning guidelines would be amended to reflect discussions concerning language, structure, purpose and implications of documents (DoIT).
3. **AGREED** to provide any further comments on principles and guidelines materials to DoIT by 25 November 2011 (NASAG Members).
4. **AGREED** that a drafting group would convene in the first week of December to refine the principles document, land use planning guidelines and to develop the TISOC paper (DoIT, NSW, ACT, VIC, SA and QLD).
5. **AGREED** that DoIT would coordinate an implementation plan for the NASAG safeguarding framework.
6. **AGREED** that States/Territories would provide input concerning proposed implementation mechanisms for each of the safeguarding framework documents to DoIT.

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 (NSW) 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 State Planning Policy 1/02 on developments near airports 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 a machinery of government process was underway that had seen the Department of Planning and the Department of Transport joined. 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 on local planning issues.

Ms Petani (WA) 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 provided to governments as soon as possible.

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.

6. COMMUNICATIONS AND NAVIGATION SERVICES (CNS) INFRASTRUCTURE

Mr Sparrow (Airservices Australia) informed Members that a website is currently being developed that will set out the localities of CNS infrastructure across Australia and will help planners and proponents determine whether a

development proposal triggers the processes set out in guidelines. Mr Sparrow said that as part of a CNS upgrade process, the positioning of the infrastructures would be considered to ensure that they are best placed.

It was queried whether CNS infrastructure could be provided Commonwealth statutory protections. The Department confirmed that it could potentially be declared as part of prescribed airspace.

Some members expressed a view that the guidance material provided useful reference material for councils but that ultimately, regulation is required.

7. GUIDELINES: UPDATE ON CONSULTATION PROCESS

Mr Mathew provided an outline of the consultation process that had been undertaken regarding NASAG's four draft safety guidelines on wildlife strike, intrusions into airspace, wind turbine farms and lighting distractions. He said that guidelines on wind turbine farms had attracted the most comment with a diverse range of views received on the level of prescription contained in the draft document and that a workshop will be convened to re-work the guidelines.

In relation to wildlife strike guidelines, comments received mostly raised issue with the potential resource implications for councils and the size of the area around an airport that would need to be monitored for wildlife strike risks. Mr Mathew emphasised that existing land uses in these areas such as wetlands will not be forced to change and suggested that the revised version should better communicate this message. Mr Mathew suggested that the draft guidelines could be referred back to the Australian Aviation Wildlife Hazard Group for amendment to incorporate feedback received.

Mr Mathew expressed appreciation for the work that had been done by SA in adapting the airspace protection guidelines for use in their jurisdictions and suggested that NASAG Members may wish to consider how best to implement NASAG guidelines in their jurisdictions. Mr Milln commented that the adapted guidelines provide an example of what SA and possibly other jurisdictions may need to do with a number of the guidelines in order to make them suitable for implementation in their jurisdictions.

NASAG:

1. **AGREED** that a list and summary of submissions would be circulated to Members (DoIT).
2. **AGREED** that draft safety guidelines would be re-drafted to incorporate feedback from submissions (DoIT).

8. UPDATE ON DRAFT GUIDELINES ON BUILDING INDUCED WIND EFFECTS

Mr Mathew provided an update on revisions to these draft guidelines. The principal change is that a 1:35 criterion (building height to distance from the runway) has been added as the first step in the assessment process of buildings. This will reduce complexity as this conservative criterion can be used to rule out threats from the buildings likely to be found at the majority of smaller airports.

While the guidelines would be mostly applicable at major airports, there were instances where they would be important elsewhere. An apartment block development at Gladstone airport was provided as an example.

The Chair again emphasised that Members must give consideration and provide advice on implementation mechanisms within their respective jurisdictions.

9. OTHER BUSINESS

No further business was raised.

National Airports Safeguarding Advisory Group

8th Meeting – Wednesday 8 February 2012 10am - 3pm

DEPARTMENT OF INFRASTRUCTURE AND TRANSPORT

62 Northbourne Avenue Civic ACT 2601, Ground Floor Board Room

DRAFT AGENDA

ITEM NO.	DOC NO.
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Opening and Administration

- | | | |
|---|--|------|
| 1 | a) Approval of Agenda - <i>DoIT</i> | 8.1a |
| | b) Approval of Draft Minutes From Previous Meeting - <i>DoIT</i> | 8.1b |
| | c) Update on Actions Arising From Previous Meeting - <i>DoIT</i> | 8.1c |

Finalisation of Papers for the Transport and Infrastructure Senior Officials' Committee

- | | | |
|---|---|----------|
| 2 | a) Draft TISOC/SCOTI Paper – <i>DoIT</i> | 8.2a |
| | b) NASAG Drafting Group Report - <i>DoIT</i> | |
| | i) National Airports Safeguarding Framework Principles | 8.2bi |
| | ii) Guideline for Managing Impacts of Noise Disturbance from Airports | 8.2bii |
| | iii) Next stage of consultation processes | |
| | iv) Implementation Plan | 8.2biv |
| | c) Finalisation of safety guidelines materials - <i>DoIT</i> | 8.2c i |
| | | 8.2c ii |
| | | 8.2c iii |
| | | 8.2c iv |
| | | 8.2c v |

Other Business

- | | |
|---|------------------|
| 3 | Actions Required |
| 4 | Next Meeting |

National Airports Safeguarding Advisory Group

9th Meeting – Friday 20 April 2012 10am - 1pm

DEPARTMENT OF INFRASTRUCTURE AND TRANSPORT

62 Northbourne Avenue Civic ACT 2601, Ground Floor Board Room

DRAFT AGENDA

ITEM NO.	DOC NO.
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Opening and Administration

- | | | |
|---|--|------|
| 1 | a) Approval of Agenda - <i>DoIT</i> | 9.1a |
| | b) Approval of Draft Minutes From Previous NASAG Meeting – <i>DoIT</i> | 9.1b |
| | c) Report on Actions Arising From Previous NASAG Meeting - <i>DoIT</i> | 9.1c |
| | d) TISOC Meeting Report - <i>DoIT</i> | |

Finalisation of Papers for the Standing Council on Transport and Infrastructure

- | | | |
|---|---|------|
| 2 | a) Guideline A: Managing Intrusions by Aircraft Noise - <i>DoIT</i> | 9.2a |
|---|---|------|

Other Business

- | | |
|---|------------------|
| 3 | Actions Required |
| 4 | Next Meeting |

**NATIONAL AIRPORTS SAFEGUARDING ADVISORY
GROUP
(NASAG)**

8th Meeting
08 February 2012
Canberra

DRAFT MINUTES

**NATIONAL AIRPORTS SAFEGUARDING ADVISORY GROUP
62 NORTHBOURNE AVENUE, CANBERRA
08 FEBRUARY 2012**

CHAIR:

Mr Andrew Wilson
Federal Department of Infrastructure and Transport (DoIT)

MEMBERS:

Mr Neil McGaffin
NSW Department of Planning and Infrastructure

Mr James Ross (proxy for Michael Papageorgious)
QLD Department of Local Government and Planning

Mr Randall Fletcher
QLD Department of Transport and Main Roads

Mr Peter Allen (proxy for John Ginivan)
VIC Department of Planning and Community Development

Ms Marianne Richards
VIC Department of Transport

Mr Chris Murray
ACT Government

Mr Mike Milln
SA Department of Planning, Transport and Infrastructure

Mr Chris Zafiropoulos
SA Department of Planning, Transport and Infrastructure

Ms Linda Henning (proxy for Mark Meldrum)
NT Department of Lands and Planning

Mr Andy Hrast
Australian Local Government Association

Mr Malcolm McGregor (proxy for Peter Cromarty)
Civil Aviation Safety Authority (CASA)

Mr John Kerwan
Department of Defence

Mr Joe Doherty
Airservices Australia

Mr Scott Stone
Federal Department of Infrastructure and Transport

ALSO ATTENDING:

Mr Martin Brown
NSW Department of Planning and Infrastructure

Ms Joyce Rajasekaram
ACT Government

Marcus Spiller
SGS Economics and Planning

Liz de Chastel
SGS Economics and Planning

Clare Wall
SGS Economics and Planning

OBSERVERS:

APOLOGIES:

Mr Gary Prattley
WA Planning Commission

Mr Peter Fischer
TAS Department of Infrastructure, Energy and Resources

Mr Michael Kennedy
WA Department of Transport

NATIONAL AIRPORTS SAFEGUARDING ADVISORY GROUP

08 FEBRUARY 2012

DRAFT MINUTES

1A. APPROVAL OF AGENDA - DoIT

The Chair welcomed attendees to the eighth meeting of NASAG.

The Chair introduced new member Neil McGaffin representing the NSW Department of Planning and Infrastructure and Chris Zafiroopoulos representing the SA Department of Planning, Transport and Infrastructure.

Proxy members in attendance included James Ross for Michael Papageorgious, Peter Allen for John Ginivan, Linda Henning for Mark Meldrum and Malcolm McGregor for Peter Cromarty.

Apologies were received from Gary Prattley, Peter Fischer and Michael Kennedy.

The Chair introduced Marcus Spiller, from SGS Economics and Planning.

The Chair opened the meeting by outlining his intention to finalise the NASAG Safeguarding Framework documents ready for the upcoming Transport and Infrastructure Senior Officials' Committee (TISOC) meeting on 30 March 2012.

The Chair thanked the NASAG Working Group for their work over the last two months on the principles and noise guidelines and said that in his view the documents had been transformed from being Commonwealth centric to represent a more cross- jurisdictional position.

The draft agenda was accepted without amendment.

1B & 1C. APPROVAL OF DRAFT MINUTES AND ACTION SUMMARY- DoIT

Minutes from the 7th NASAG Meeting were accepted subject to a minor change requested by the ACT.

The action summary from the previous meeting was endorsed by NASAG.



The Chair informed Members that the Sydney Aviation Capacity study was currently being finalised for delivery to the NSW and Commonwealth Governments in the forthcoming weeks.

Mr Stone informed Members that he had been in contact with the Australian Government Department of Industry, Innovation and Science (DIIS) regarding a review of AS 2021-2000 Acoustics - Aircraft noise intrusion - Building siting and construction (AS 2021). DIIS proposed a meeting be held with the CEO of Standards Australia and DoIT to discuss the matter further, noting that standards are typically reviewed every ten years and that it may be timely to consider undertaking such a piece of work. Mr Stone suggested that NASAG expertise could be used to aid a review.

2A. DRAFT TISOC/SCOTI PAPER - DoIT

QLD requested further information be included in the paper about the financial and resource implications of implementing the Safeguarding Framework, including references to smaller airports potentially needing assistance.

ALGA requested amendments to the paragraph in the draft paper on consultations to clarify that some further consultation is required.

SA noted that the technical safety guidelines would need to be adapted for each jurisdiction for ease of use by local councils and that this will need to be reflected in the implementation plan. It was agreed that this section of the paper would be further developed once the implementation plan had been progressed.

VIC requested that further information be included in the 'next steps' section of the paper to reflect the work that will be need to be undertaken to implement the Framework in/around secondary airports.

NASAG:

1. **AGREED** to amend the draft Transport and Infrastructure Senior Officials' Committee (TISOC) paper to include a recommendation that the Chair of TISOC write to the CEO of Standards Australia requesting a review of AS 2021.
2. **AGREED** to amend the draft TISOC paper to reflect NASAG discussions.

2B. NATIONAL AIRPORTS SAFEGUARDING FRAMEWORK PRINCIPLES - DoIT

The Chair introduced the draft principles document and said that the Working Group has tried to firm up the seven principles and the language and structure of the document.

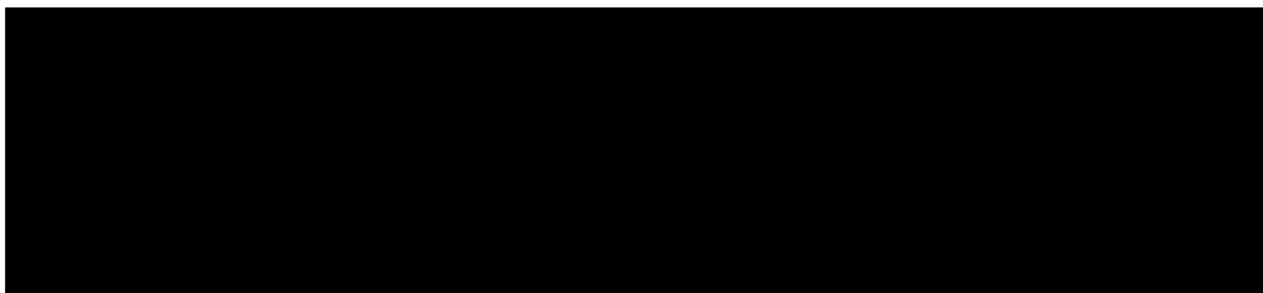
Various editorial amendments were suggested for incorporation into the draft document.

NASAG:

1. **AGREED** to amend the draft principles document to reflect NASAG discussions.

2Bi. GUIDELINE FOR MANAGING IMPACTS OF NOISE DISTURBANCE FROM AIRPORTS - DoIT

Various editorial amendments were suggested for incorporation into the draft document.



2Biii. NEXT STAGE OF CONSULTATION PROCESSES - DoIT

NASAG:

1. **AGREED** to release the draft Safeguarding Framework for consultation until 15 March 2012.
2. **AGREED** that State and Territory Members would provide DoIT with contact details of nominated consultees by 10 February 2012.
3. **AGREED** that DoIT would consolidate feedback for inclusion with the TISOC paper.

2Biv. IMPLEMENTATION PLAN - DoIT

The Chair informed Members that an implementation plan was currently being developed for inclusion with the TISOC paper. DoITs planning consultant, SGS Economics and Planning, would develop a matrix setting out how each component of the Safeguarding Framework would be implemented in respective jurisdictions. The Chair thanked those jurisdictions who had already provided input into the document. Work on the implementation plan will need to conclude by 15 March 2012 in order for the document to be considered at TISOC.

NASAG:

1. **AGREED** that each jurisdiction would work, where necessary, with the planning consultant to develop the Safeguarding Framework implementation plan by 15 March 2012.

2C. FINALISATION OF SAFETY GUIDELINES MATERIAL - DoIT

Various editorial amendments were suggested for incorporation into the draft documents.

Mr Stone reported that a workshop was held with the energy industry, agricultural pilots and CASA concerning the windfarm guidelines. Mr Stone said that the guidelines had changed significantly as a result and that they had been largely agreed.

Mr Stone reported that guidelines on Communications, Navigation and Surveillance equipment needed further work and would be considered at a later stage. Similarly, guidelines on Public Safety Zones will be further considered pending the review of the QLD State Planning Policy.

SA suggested that an executive summary of the windshear guidelines be developed for ease of understanding of local councils.

QLD suggested that a limit be applied to the 1:35 rule in the windshear guidelines. This would be a point where the rule loses relevance.

NASAG:

1. **AGREED** to amend the draft safety guidance material to reflect NASAG discussions.
2. **AGREED** that an executive summary would be developed for the windshear guidelines.

**3. ACTIONS REQUIRED AND NEXT MEETING -
DoIT**

The Chair suggested that NASAG next meet between TISOC and Standing Council On Transport and Infrastructure (SCOTI) meetings or before TISOC if required.

**NATIONAL AIRPORTS SAFEGUARDING ADVISORY
GROUP
(NASAG)**

9th Meeting
20 April 2012
Canberra

DRAFT MINUTES

NATIONAL AIRPORTS SAFEGUARDING ADVISORY GROUP
62 NORTHBOURNE AVENUE, CANBERRA
20 APRIL 2012

CHAIR:

Mr Andrew Wilson
Federal Department of Infrastructure and Transport (DoIT)

MEMBERS:

Mr John Doherty
Federal Department of Infrastructure and Transport

Mr Scott Stone
Federal Department of Infrastructure and Transport

Mr Neil McGaffin
NSW Department of Planning and Infrastructure

Mr Martin Brown
NSW Department of Planning and Infrastructure

Mr Chris Murray
ACT Government

Ms Joyce Rajasekaram
ACT Government

Mr John Ginivan
VIC Department of Planning and Community Development

Ms Marianne Richards
VIC Department of Transport

Mr Michael Papageorgious (via teleconference)
QLD Department of Local Government and Planning

Mr Jason De Rooy (via teleconference)
QLD Department of Transport and Main Roads

Ms Tanya Menadue (via teleconference)
QLD Department of Transport and Main Roads

Mr Gary Prattley
WA Planning Commission

Mr Geoff Thompson
Australian Local Government Association

Mr Andrew Sparrow
Airservices

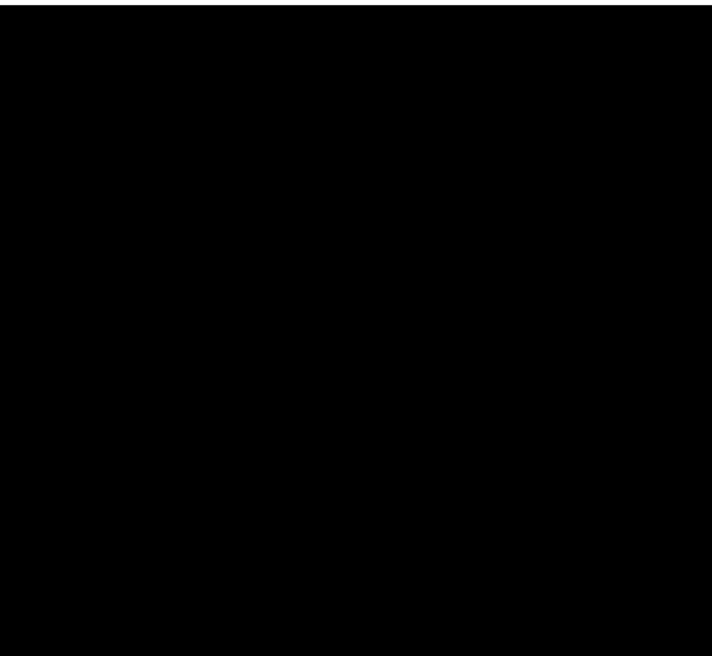
Mr Malcolm McGregor
Civil Aviation Safety Authority

Mr Brenin Presswell
Department of Defence

ALSO ATTENDING:

OBSERVERS:

APOLOGIES:



Mr Randall Fletcher

QLD Department of Transport and Main Roads

Mr Mike Milln

SA Department of Planning, Transport and Infrastructure

Mr Chris Zafiropoulos

SA Department of Planning, Transport and Infrastructure

Mr Mark Meldrum

NT Department of Lands and Planning

NATIONAL AIRPORTS SAFEGUARDING ADVISORY GROUP

20 APRIL 2012

DRAFT MINUTES

1A. APPROVAL OF AGENDA - DoIT

The Chair welcomed attendees to the 9th meeting of NASAG.

The Chair opened the meeting by outlining his intentions of finalising Guideline A: Managing the Impacts of Aircraft Noise following comments received at the Transport and Infrastructure Senior Officials' Committee (TISOC) meeting on 30 March 2012.

The draft agenda was approved without amendment.

1B. APPROVAL OF DRAFT MINUTES FROM PREVIOUS NASAG MEETING -DoIT

The Chair reported that comments on the draft minutes from the 8th NASAG meeting had been incorporated into the version circulated on 5 April 2012. The minutes were accepted as true and accurate.

The Chair commended the work undertaken by Members in the lead up to the TISOC meeting.

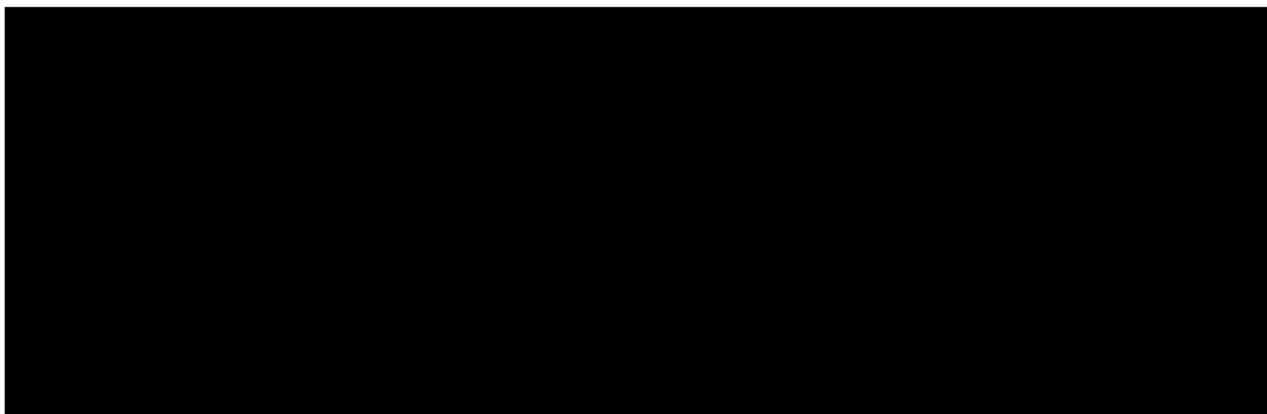
Mr Stone provided an update on the implementation plan, advising Members that a revised draft had been coordinated by the Department's planning consultant. Members discussed that the implementation plan was very prescriptive and said it would be hard to progress this work until the guidance material was finalised.

Mr Doherty said that the purpose of the implementation plan had evolved as it was originally intended to assist in conversations on the guidelines. It was agreed that the implementation plan should continue to be refined as far as it relates to the technical safety guidelines and that further input on the noise guideline would remain on hold until the document was finalised.

NASAG:

1. **AGREED** to further refine aspects of the implementation plan relating to the safety guidelines.
2. **AGREED** to postpone further work on the implementation plan relating to the noise guideline until this document is finalised.

1C. TISOC MEETING REPORT - DoIT



2A. FINALISATION OF PAPERS FOR TISOC
GUIDELINE A: MANAGING INTRUSIONS BY
AIRCRAFT NOISE - DoIT

1. **AGREED** to amend the guideline to reflect NASAG discussions and re-circulate to Members by 24 April 2012.
2. **AGREED** that Members would provide comment on the revised guideline by COB Friday 27 April 2012.

3A. ACTIONS REQUIRED AND NEXT MEETING - DoIT

This item was dealt with under item 2a.