



# JOINT MEDIA STATEMENT

JOINT STATEMENT  
Prime Minister  
Minister for Transport

T76/94

8 December, 1994

## NOISE MANAGEMENT INITIATIVES AT SYDNEY AIRPORT

Sydney residents worst affected by aircraft noise will have immediate access to compensation measures under the Federal Government's \$183.4 million noise amelioration package.

The package, announced on 1 November, was originally intended to be spread over ten years with the voluntary acquisition of 112 houses within the 30 to 40 Australian Noise Exposure Forecast (ANEF) contours and the insulation of 3,500 houses above the 30 ANEF contour.

Prime Minister, Paul Keating, and the Minister for Transport, Laurie Brereton, said Cabinet had agreed to bring forward the package so that the acquisitions and insulation will be completed within three years at a cost of around \$60 million each year.

"Residents in the most noise-affected areas, in the 40-plus ANEF contour, will be contacted immediately about acquisition of their properties under the Government's voluntary acquisition program," they said.

The Department of Administrative Services will assist in the early start to the program to soundproof schools and colleges down to the 25 ANEF with the aim of completing the necessary works by the end of the first term of the 1995 school year.

"The noise treatment program will be the subject of continuous evaluation to ensure that its objectives are being met."

Mr Brereton said the cost of the program will be met by a tax on the jet aircraft using Sydney airport. Legislation to implement the tax will be introduced early in 1995 and the tax will apply from 1 July, 1995.

Cabinet also approved a number of other measures aimed at tackling the noise problems at Sydney Airport. The measures include designated flight paths, penalties for flight path violation, increased penalties for curfew violation, and a proposal to introduce slot times for peak periods.

In future, jets taking off to the north will be required to taxi to the southernmost end of the runway and attain as much height as possible prior to reaching residential areas.

The following attachment, with maps, details the measures approved today.

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## NOISE MANAGEMENT INITIATIVES AT SYDNEY AIRPORT

### OPERATIONAL MEASURES AT SYDNEY AIRPORT

The Government proposes a number of steps to minimise the number of people affected by aircraft noise in Sydney.

#### **1. Establishment of designated flight paths**

The Civil Aviation Authority (CAA) has developed new flight paths associated with instrument approach and departure procedures designed to international standards. These are designed to confine overflights to the narrowest flight paths in order to minimise the number of people affected by aircraft noise.

These paths will apply to all jet take-offs and landings given that:

- jets produce the most noise; and
- to constrain propeller aircraft to the same flight paths would significantly slow throughput of traffic and constrain airport capacity.

Copies of the new approach and departure paths are attached.

#### **2. Penalties for flight path violation**

The experience since the opening of the parallel runway at Sydney Airport demonstrates that the previous flight paths allowed aircraft to spread out over wide areas of Sydney's most densely populated suburbs.

Adherence to the new flight paths will be closely monitored. New Regulations under the Air Navigation Act will be introduced to provide a legislative basis for jet aircraft, which operate outside the tolerances set for the flight paths, to be liable for prosecution under the Act. The Regulations will provide for substantial financial penalties for offenders. Corporate operators will face a maximum penalty of \$25,000 for each violation. The Regulations will be introduced this year and take effect as soon as aircraft navigational systems can be programmed to fly the new flight paths.

#### **3. Requirement for jet aircraft to depart from the southern end of the main north-south runway (northerly takeoffs on 34L) and attain as much height as possible over residential areas**

When prevailing winds make it necessary for jet aircraft to take off to the north on the main north-south runway (34L) they will be required to depart from the farthest point of the southern end of the runway. This will ensure that aircraft are at a greater height above residential areas on take-off.

Jets will be required to attain as much height as soon as possible after take-off prior to reaching residential areas.

#### **4. Curfew enforcement**

There is to be a stringent enforcement of the curfew arrangements.

The Curfew Regulations under the Air Navigation Act will be amended to provide for financial penalties for unauthorised operations, rather than the present administrative penalty whereby the operator can be prevented from using the airport for a specified period of up to 12 months. This administrative penalty was never applied. The Regulations will provide for substantial financial penalties for breaches. Corporate operators will face a maximum penalty of \$25,000 for each breach. The Regulations will be in place by Christmas.

#### **5. Demand management at Sydney Airport**

In order to ensure that demand on Sydney Airport matches the capacity of the airport during peak hours of operation the Government will propose the introduction of a system of slots for aircraft movements to and from the airport during certain peak periods of the day. The appropriate mechanism for allocating slots will be developed in consultation with the airline industry.

#### **6. Reaffirmation of Government Policy on operational noise controls**

The Government reaffirms the strict enforcement of the following operational controls at Sydney Airport:

- . unless otherwise required on safety or weather grounds all take-offs must be to the south of the airport over Botany Bay;
- . no take-offs to the north from the new runway;
- . the east-west runway will remain available for use when weather conditions preclude take-offs and landings on the parallel runways for safety reasons;
- . existing controls on times and locations of ground running operations to be retained

### **NOISE TREATMENT MEASURES**

On 1 November 1994 the Government announced a \$183.4 million package of measures over 10 years to reduce the impact of aircraft noise on residents around Sydney Airport. The package includes the voluntary acquisition of homes within the 40 Australian Noise Exposure Forecast contour (ANEF) and the insulation of homes between the 30 and 40 ANEF contour. Schools, colleges, hospitals, child and health care facilities will be eligible for insulation down to the 25 ANEF contour.

It is now proposed to accelerate this program and have it completed within 3 years at a cost of around \$60 million each year. The voluntary acquisition program and

the insulation program for schools and colleges will commence immediately. It is expected that the school and college insulation program will be completed by the end of the first term of the new school year.

The Department of Administrative Services will assist in the early commencement of the noise treatment program.

The cost of the program will be met by a tax on the jet aircraft using Sydney Airport. Legislation to implement the tax will be introduced in early 1995 and the tax will apply from 1 July 1995.

## **MONITORING AND COMMUNITY CONSULTATION**

To improve monitoring, information and consultation with residents affected by aircraft noise the Government will establish a new community consultative committee to monitor noise abatement and amelioration measures.

## **SYDNEY WEST AIRPORT**

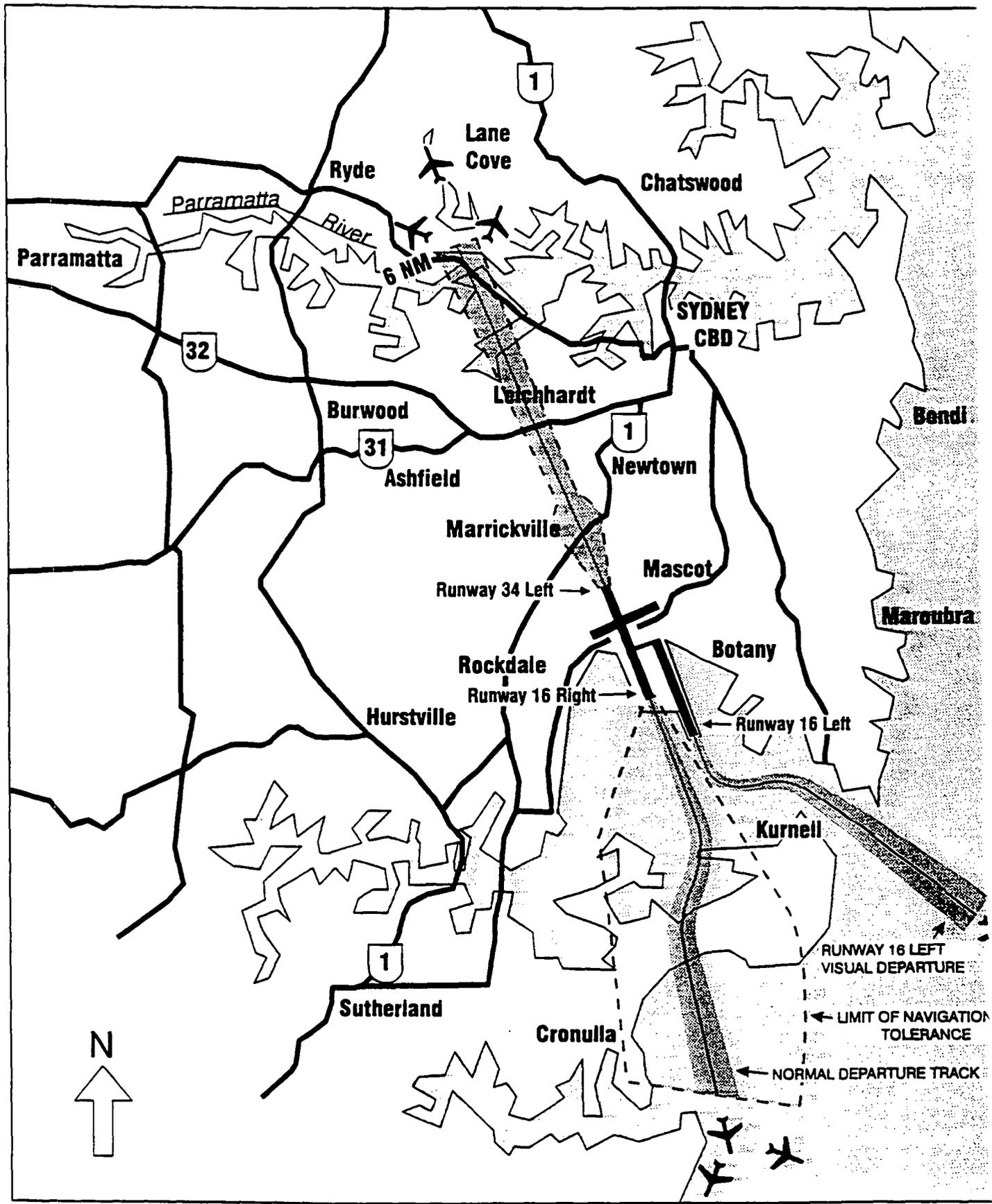
The Government has reaffirmed its commitment to the construction of a major runway at Sydney West Airport and the construction of road linkages between Sydney West Airport and Sydney Airport (KSA) by 1998/99.

To date the Government has:

- expended \$150 million to acquire the airport site, purchase forecast noise affected properties, build local access roads and undertaken preliminary concept design
- committed a further \$120 million for the building of a 2900 metre runway which will be capable of accommodating medium haul operations by B747 and B767
- commenced an EIS on options for the National Highway between Prestons and Cecil Park. Construction of the road link will be undertaken at an approximate cost of \$200 million to coincide with the opening of the 2900m runway.
- commenced a joint Commonwealth/State engineering study to secure a rail corridor as a basis for effective rail links between Sydney West Airport, KSA and the city.

A project team is currently preparing detailed submissions for the Government on how the airport can be developed to an integrated master plan to provide for modular development and expansion to meet demand.

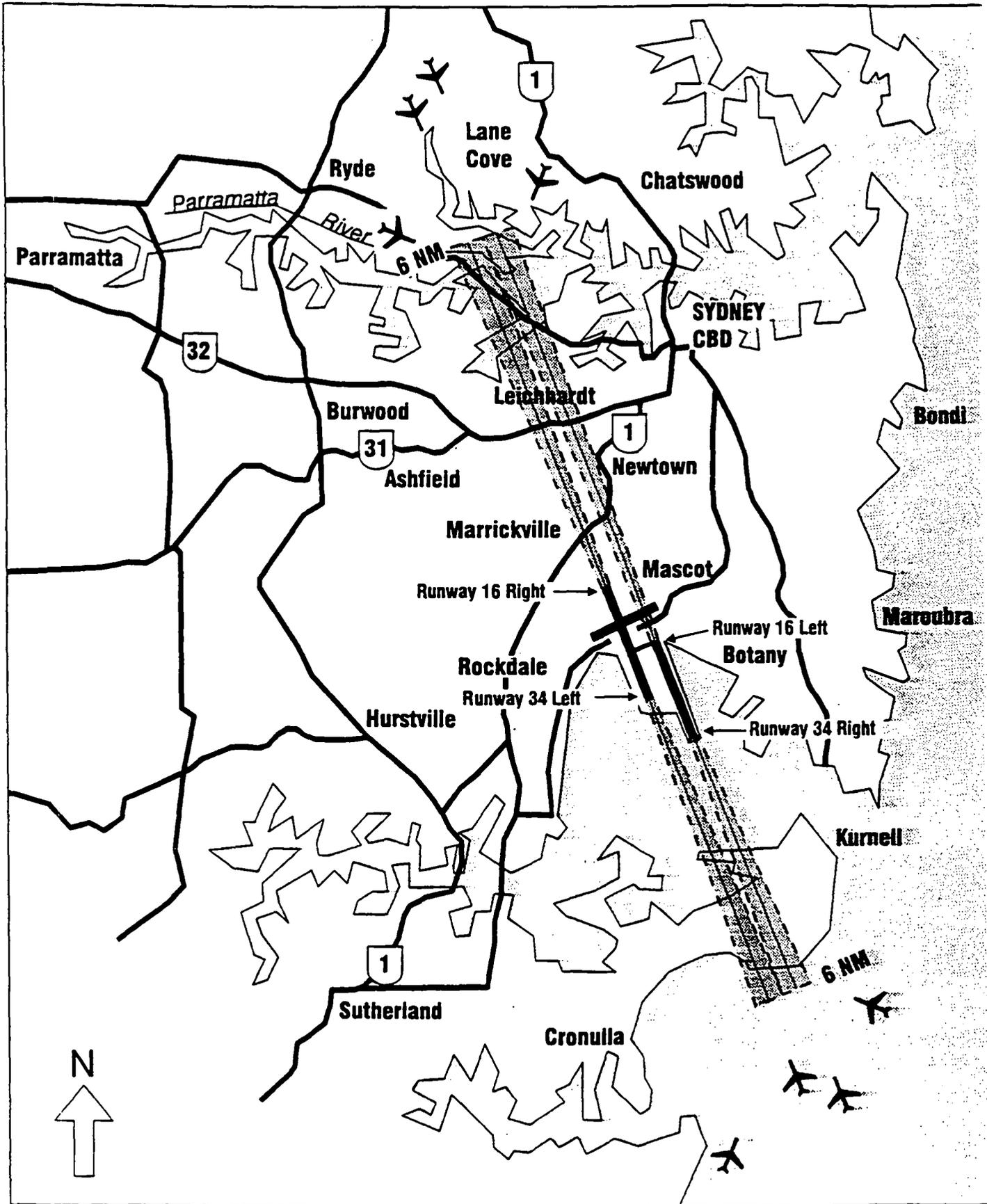
# SYDNEY AIRPORT JET DEPARTURE FLIGHT PATH



MAP 04/

**RUNWAY 16 LEFT VISUAL - towards the South East**  
**RUNWAY 34 LEFT INSTRUMENT - towards the North**  
**RUNWAY 16 RIGHT INSTRUMENT - towards the South**

# SYDNEY AIRPORT JET INSTRUMENT ARRIVAL FLIGHT PATHS



MAP 04/2

**RUNWAY 16 LEFT AND RIGHT - from the North**  
**RUNWAY 34 LEFT AND RIGHT - from the South**