



Environmental Impact Assessment for proposed Cape Town International Airport Re-aligned Runway: Focus Group Meeting: Councillors

Meeting Notice: Focus Group Meeting

**Held: Cape Town International Airport, Southern Office Block on
 16 April 2015: 10h00 – 12h30**

Attendees:	Asa Abrahams (AA)	Sub-council 5
	Okkie Manuels (OM)	Sub-council 18
	Clive Justus (CJ)	Sub-council 4
	Helen Carstens (HC)	Ward Councillor
	Martin Julie (MJ)	Sub-council 5
	Rose Rau (RR)	Sub-council 5
	Charles Esau (CE)	Sub-council 5
	Pat Jansen (PJ)	Sub-council 6
	Nadine Hermanus (NH)	Sub-council 6
	Sibongile Nodada (SN)	Sub-council 6
	Alesia Bosman (AB)	Sub-council 12
	N.C. Nyakatya (NN)	Sub-council 14
	Gerhard Fourie (GF)	Sub-council 17
	Sabrina Gympies (SG)	Ward Councillor
	Danny Christians (DC)	Ward Councillor
	Xolisa Peter (XP)	Sub-council 14
	Siyabulela Mamkeli (SM)	Mayoral Committee Member: Health
	Adèle Klingenberg (AK)	ACSA CTIA
	Jacqui Ferreira (JF)	ACSA CTIA
	Bharat Bhikha (BB)	ACSA CTIA
	Nick Hansen (NHa)	ACSA CTIA
	Sean Bradshaw (SB)	ACSA CTIA
	Deon Cloete (DCI)	ACSA CTIA
	Jody Egypt (JE)	ACSA CTIA
	Bertram Stoffels (BS)	ACSA CTIA
	Jaana Ball (JBa)	Lithon
	Sharon Jones (SJ)	SRK Consulting
	Scott Masson (SMa)	SRK Consulting
	Chris Dalgliesh (CD)	SRK Consulting

Apologies:	Sakkie Pretorius	Sub-council 3
	Cedric Thomas	Sub-council 4
	ST Vuba	Sub-council 21
	Taki Amira	Sub-council 3
	Jan Brand	Sub-council 3
	Demetrius Dudley	Sub-council 21
	Mcebisi Johnson Fetu	Sub-council 9
	Goodman Lulamile Rorwana	Sub-council 24
	Trevor Hollis Turner	Not recorded
	Basil Leonard	Sub-council Coordination
	Xolani Ndongeni	Sub-council 5
	Ernest Sonnenberg	Sub-council 6
	Willie Desmond Jaftha	Sub-council 6
	Beverley van Reenen	Sub-council 4
	George March	Sub-council 17

1 Welcome and Introductions

- 1.1 SJ welcomed everyone to the Focus Group Meeting with Sub-council Managers and Councillors following the release of the draft Environmental Impact Assessment (EIA) Report for the Cape Town International Airport Runway Re-alignment and Associated Infrastructure.

2 Purpose of the Meeting

- 2.1 SJ explained that the purpose of the meeting is to provide an update of the EIA process, discuss the key findings of the EIA and encourage councillors to disseminate information to the communities to encourage participation (refer to attached presentation).

3 Project Description

- 3.1 AK provided background to the proposed project as well as the Cape Town International Airport Master Plan, on behalf of ACSA (refer to attached presentation).

4 Overview and Status of EIA Process

- 4.1 SJ explained the scope of the EIA and the status of the EIA process (refer to attached presentation). The Draft EIA Report was released on 31 March for an 8-week public comment period ending on 25 May 2015.

5 Public Consultation

- 5.1 SJ provided the details of the public consultation process including the availability of the Draft EIA Report, how stakeholders were notified and how the public can get involved (refer to attached presentation).

6 Key Impacts and Mitigation

- 6.1 SJ discussed which specialist studies informed the EIA, the key impacts and key mitigation measures (refer to attached presentation). The more significant impacts, as identified in the EIA, are:

- Loss of wetlands;
- Deterioration of air quality due to aircraft emissions;
- Impacts of aircraft noise on surrounding communities;
- Impacts of increased noise on housing and land use around the airport; and
- Socio-economic benefits.

7 Key Findings of EIA

- 7.1 SJ briefly identified the key findings of the EIA (refer to attached presentation).

8 Issues and Concerns

- 8.1 A number of issues and concerns were raised during the meeting. These issues and concerns were discussed and responded to at the meeting. A summary is provided in Table 1 below.

9 General Discussion

- 9.1 None.

10 Way Forward

- 10.1 SJ explained the important dates going forward. The public comment period ends on 25 May 2015. All comments received on the Draft EIA Report will be incorporated into the Final EIA Report to be submitted to the national Department of Environmental Affairs in ~August 2015 (refer to attached presentation).

Table 1: Issues and Concerns

#	Issue / Concern	Stakeholder	Response
Project Description			
1.	How many new aircraft parking bays will be provided in the Airport Master Plan?	CJ	The estimated number of aircraft parking bays in line with the airport master plan is 6 code F, 15 code E, 81 code C and 7 MARS E stands. There is an immediate need to commission 4 code F stands (2 contact and 2 remote) at the same time as the new re-aligned runway to facilitate code F readiness.
2.	What are the timeframes for the re-aligned runway?	GF	Depending on the outcome of the EIA, the re-aligned runway may be operational by early 2019.
Public Consultation			
3.	Why was Bothasig identified as a Public Open Day venue when planes are generally high over this area? The Goodwood area is more important.	CJ	Venue selection for Public Open Days is difficult. SRK targeted areas that will be affected by re-aligned flight paths, but the availability of suitable venues within the public comment period was also a factor.
4.	Why was Belhar not identified as a Public Open Day venue?	PJ	
5.	There should be a Public Open Day in Crossroads/Nyanga as Khayelitsha is too far from the Site C venue.	NN	SRK is not looking to exclude anyone and will discuss having additional Public Open Days in Goodwood, Belhar and Crossroads/Nyanga. SRK will require assistance from the sub-council managers in this regard.
6.	The Sub-council activity days may be a good opportunity to present the EIA to the councillors.	GF	SRK will investigate this should there be no additional Public Open Days. It should be noted that sub-council managers and councillors from all affected areas were invited to the Focus Group Meeting.
7.	Sub-council managers and councillors can assist in distributing information as they have a mandate for public participation.	GF	Noted. SRK will request the assistance of sub-council managers and councillors in notifying communities of any additional Public Open Days that may be planned, since there will not be sufficient time to place additional newspaper advertisements.
8.	How will SRK notify the residents of Bishop Lavis of the Public Open Day? Will pamphlets be distributed?	AA	Community notices were placed in public places (e.g. shops, churches, schools, etc.) in various communities surrounding the airport. Newspaper advertisements were placed in three regional and eight local newspapers distributed in the affected communities and radio advertisements will be broadcast on local radio stations preceding the Open Days. SRK will request the assistance of sub-council managers and councillors in notifying communities of any additional Public Open Days that may be planned, since there will not be sufficient time to place additional newspaper advertisements.
9.	The Tygerburger's distribution in Delft is poor. Executive summaries can be distributed via the sub-council committees and other members who can distribute to the sectors.	RR	SRK will provide a pamphlet to the relevant sub-council managers for distribution within their communities.
10.	A simple pamphlet advertising the Public Open Days can be provided to the sub-council managers for distribution, especially in the Delft area. English and isiXhosa are the preferred languages in Delft.	MJ	
11.	Notices can be displayed at the sub-council meetings.	AB	Community Notices are available for sub-council managers/councillors to take with them after the meeting.
12.	Additional Public Open Days need not be as lengthy.	CJ	Noted.
Air Quality			
13.	Will there be air quality monitoring on site?	GF	An air quality monitoring station, located approximately 950 m north of the primary runway, monitors ambient air quality at the airport. The station is equipped to measure ambient concentrations of SO ₂ , NO ₂ , O ₃ , CO and PM ₁₀ .

			The air quality monitoring and management system will be updated following completion of the EIA.
14.	Is it an issue that there are exceedances of guidelines at the boarding gates?	RR	Employee exposure is an occupational, health and safety issue and is excluded from the scope of the EIA. ACSA will manage their workforce and passengers to take this into consideration. Unlike communities, passengers will probably be exposed infrequently and this is therefore not considered a significant impact.
15.	Walk-on ramps may improve air quality.	GF	ACSA acknowledges that buses on the airside are a problem which is strong motivation for introducing more walk-on ramps.
16.	What are industries doing to reduce NO _x and SO _x emissions?	CJ	There has been a push internationally and domestically by airlines to use cleaner fuels. However, cleaner fuels are not yet viable. ACSA is converting or transitioning to cleaner technology where possible e.g. baggage handling equipment. This is an ongoing process.
17.	Where is fuel dumped in emergency situations?	CJ	Pilots release fuel at a minimum altitude where possible. False Bay is a preferred area but pilots will always try to avoid built-up areas. Note that fuel evaporates and does not reach the ground.
Noise			
18.	Are the flight paths for the re-aligned runway as shown in the EIA Report instrumental approaches?	GF	All flight paths proposed (and used in the noise model) for the re-aligned runway are designated instrument flight paths designed by Air Traffic and Navigational Services (ATNS). When the weather is favourable, and the runway is clearly visible, pilots may receive clearance from ATNS for a visual approach, i.e. to approach the runway as they see fit whilst still maintaining navigational protocols, together with ground based navigational services.
19.	Noise exceedances are currently experienced in areas beneath the flight paths. What mitigation measures are proposed to reduce noise especially as there will be increased Air Traffic Movements and larger planes (e.g. A380)?	OM	The Noise Specialist has recommended mitigation measures to reduce the impact significance which are included in the EIA Report (Section 6.4). ACSA and industry stakeholders have reached an agreement on which mitigation measures they can commit to implementing and which would require further investigation. Larger planes don't necessarily mean more noise, due to technological improvements. The A380 is in fact one of the quieter large planes. ACSA has entered into a Joint Statement of Intent with industry stakeholders and City of Cape Town which seeks to address noise in the short, medium and long term. During Phase 1 (5 years), ACSA will track and monitor actual operations to confirm noise impacts and the success of mitigation measures. A long term Noise Mitigation Plan will be implemented in Phase 2. Approximately 15 months ago, ACSA installed a noise monitoring network surrounding the airport. The data recorded is beginning to show a trend which ACSA will use to identify further mitigation measures.
20.	Has the impact of "hand-break turns" in the proposed flight paths been taken into consideration and are they necessary?	CJ	The noise modelling has taken all proposed flight paths into consideration. Planes can make these "hand-break turns" because they are undertaken at high altitudes (~4500 ft) and will not have an impact on noise.

			The "cone" of noise impacts above 55dBA is of concern and not the flight paths per se.
21.	A person's single biggest investment is their house which is bought under certain expectations. A change in flight paths is likely to affect property values.	CJ	Noise has been identified in the EIA Report as an impact with high significance. With the re-alignment, some communities will benefit and some communities will be affected negatively. Mitigation is very difficult and the problem is not unique to Cape Town International Airport.
22.	How long will the Noise Monitoring Committee be in operation for? It is recommended that a request is sent to the Health Portfolio so that someone from this Portfolio can sit on this committee.	GF	The Noise Monitoring Committee will be in operation indefinitely. The committee will be fully inclusive and so an invite will be sent to the Health Portfolio.
23.	Have different weather conditions been taken into account when determining noise impacts?	OM	The noise modelling has taken weather conditions into consideration.
24.	Are there time limits for operations?	CJ	Cape Town International Airport is currently a 24 hour airport and will remain as such. Flight times are dictated by demand and Airports Company South Africa will respond accordingly. There is limited demand for late night slots.
25.	It is important to show communities that this is the worst case scenario and could potentially be better than what is shown.	CJ	The worst case is presented in the noise modelling which is generally accepted best practice. The mitigation measures don't take all technological advancements into account. Over the last 30 years, aircraft noise has generally decreased. There is also a process of phasing out noisier older planes.
26.	A mixed development was proposed in Delft where light industry is proposed as a buffer in the high noise zone. What is the status of this development?	RR	ACSA and the City of Cape Town have a Memorandum of Understanding for the Symphony Way Development Corridor – a commercial and residential development including public amenities and open space. The development will be on a portion of land outside the 65 dB(A) contour on the eastern side of the airport (as predicted for the ultimate development of two runways) to rehouse all/some of the residents of Freedom Farm, Blikkiesdorp and Malawi Camp. The City of Cape Town will relocate families from these informal settlements independently of the runway re-alignment project, i.e. whether the runway is re-aligned or not.
General			
27.	Is the second runway included in the scope of the EIA?	GF	Only the re-aligned runway is included in the scope of this EIA. When ACSA can justify a second runway when aircraft traffic is greater, a separate EIA process will be required. It is accepted EIA best practice that it is not possible to assess the impacts of something that will only be built in 20-30 years' time.
28.	How will the R3.5 billion investment be funded and how will this affect the users of Cape Town International Airport?	GF	A R11 billion capital program has been approved for the development of Cape Town International Airport. A tariff has been submitted to the Economic Regulator for approval, but no undue tariff increases above the Consumer Price Index level is expected.

Meeting closed at 12.15 pm
Notes taken by: Scott Masson

SRK Consulting - Certified Electronic Signature

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Signed by:

Sharon Jones

Date: 24 April 2015

Cape Town International Airport Runway Re-alignment and Associated Infrastructure - EIA Report
 Ward Councillors - 10h00-12h00, 16 April 2015, Cape Town International Airport
 ATTENDANCE REGISTER



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Cape Town International Airport Runway Re-alignment and Associated Infrastructure - EIA Report
 Ward Councillors - 10h00-12h00, 16 April 2015, Cape Town International Airport
 ATTENDANCE REGISTER



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Cape Town International Airport Runway Re-alignment and Associated Infrastructure - EIA Report
 Ward Councillors - 10h00-12h00, 16 April 2015, Cape Town International Airport
 ATTENDANCE REGISTER



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Cape Town International Airport Runway Re-alignment and Associated Infrastructure - EIA Report
 Ward Councillors - 10h00-12h00, 16 April 2015, Cape Town International Airport
 ATTENDANCE REGISTER



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Environmental Impact Assessment for proposed Cape Town International Airport Re-aligned Runway: Focus Group Meeting: Authorities

Minutes of a Meeting held at Cape Town International Airport, Southern Office Block on 12 May 2015: 10h00 – 12h30

Attendees:	Andreas Fourie	Department of Human Settlements
	Peter Silbernagl	Department of Human Settlements
	Warren Dreyer	Department of Water and Sanitation
	Shannon Maree	City of Cape Town: Health
	Laurine Platzky	Department of the Premier
	Nigel Titus	City of Cape Town: Spatial Planning
	Demos Dracoulides	DDA
	Marco Geretto	City of Cape Town: Spatial Planning
	Susan Groenewald	City of Cape Town: Urbanisation
	Tess Kotze	City of Cape Town: Planning
	Sibusiso Nomandla	City of Cape Town: Planning
	Wendy Kloppers	City of Cape Town: Air Quality
	Fundiswa Sandi	City of Cape Town: Air Quality
	Ian Gildenhuys	City of Cape Town: Air Quality
	Landi Dalhouzie	Department of Transport and Public Works
	Andre Oosthuizen	Department of Environmental Affairs and Development Planning: Development Management
	Melanese Schippers	Department of Environmental Affairs and Development Planning: Development Management
	Crispin Barrett	City of Cape Town: Environmental Management
	Dimitri Georgeades	City of Cape Town: Environmental Management
	Gert Kruger	City of Cape Town: Spatial Planning
	Malcolm Watters	Western Cape Government
	Russell Mehl	Department of Environmental Affairs and Development Planning: Air Quality
	Catherine Bill	Department of Environmental Affairs and Development Planning: Air Quality
	S. Nonyati	Department of Economic Development and Tourism
	Thami Vilakazi	Department of Economic Development and Tourism
	Jaana Ball	Lithon
	Daniel Potgieter	City of Cape Town: Transport Planning
	Aneesa Solomons	Department of Human Settlements

Tim Ockhuis	Department of Human Settlements
Rhett Smart	CapeNature
Tony Vieira	City of Cape Town: Transport Planning
Annelise de Bruin	City of Cape Town: Spatial Planning
Jeanine Africa	Department of Environmental Affairs and Development Planning: Development Management
Thandi Mmachaka	Department of Water and Sanitation
Shaddai Daniel	Department of Water and Sanitation
Marek Kedzieja	Department of Environmental Affairs and Development Planning: Development Management
Bharat Bhika	Airports Company South Africa
Sean Bradshaw	Airports Company South Africa
Nonkanyiso Nyilika	Airports Company South Africa
Deborah Francis	Airports Company South Africa
Jennifer Smith	Airports Company South Africa
Nick Hansen	Airports Company South Africa
Deon Cloete	Airports Company South Africa
Jacqui Ferreira	Airports Company South Africa
Chris Dalgliesh	SRK Consulting
Sharon Jones	SRK Consulting
Scott Masson	SRK Consulting
Sue Reuther	SRK Consulting
Sakhumzi Baba	Not indicated
Apologies: Janet Bodenstein	City of Cape Town
Wayne Hector	Department of Environmental Affairs
Jacqui Gooch	Western Cape Government
Lorraine Gerans	City of Cape Town
Catherine Stone	City of Cape Town
Japie Hugo	City of Cape Town
Norah Walker	City of Cape Town
Keith Wiseman	City of Cape Town
Riaan van Eeden	City of Cape Town
Lance Boyd	City of Cape Town
Riaan Booysen	City of Cape Town
Raynita Robertson	Department of Human Settlements
Mario Brown	Department of Transport and Public Works
John Martheze	City of Cape Town
PeegeT	Department of Transport
Pat Holmes	City of Cape Town
Clifford Dorse	City of Cape Town
Charna Louw	City of Cape Town
Garreth Bloor	City of Cape Town
Gary Fisher	Department of Public Works
Alan Winde	Finance, Economic Development and Tourism
Loretta Osborne	Department of Environmental Affairs and Development Planning
Melissa Lintnaar-Strauss	Department of Water and Sanitation
Willie Liebenberg	City of Cape Town

1 Welcome and Introductions

- 1.1 Chris Dalgliesh (CD) welcomed everyone to the Focus Group Meeting with local and provincial authorities following the release of the Draft *Environmental Impact Assessment (EIA) Report for the Cape Town International Airport Runway Re-alignment and Associated Infrastructure* for public and authority comment.

2 Purpose of the Meeting

- 2.1 CD explained that the purpose of the meeting is to provide an update of the EIA process, discuss the key findings of the EIA and identify any outstanding concerns (refer to attached SRK presentation).

3 Project Description

- 3.1 Deon Cloete (DC) provided background to the project, a brief motivation for the re-aligned runway and the process ACSA has followed to get buy-in from the airport industry.
- 3.2 Jacqui Ferreira (JF) described the proposed runway re-alignment and associated infrastructure, assessed in the EIA, and explained the context of the project within the Cape Town International Airport Master Plan (refer to attached ACSA presentation).

4 Overview and Status of EIA Process

- 4.1 CD explained the scope of the EIA and the status of the EIA process (refer to attached SRK presentation). The Draft EIA Report was released on 31 March for an 8-week public comment period, which ends on 25 May 2015.
- 4.2 Applications are also required in terms of the National Heritage Resources Act 25 of 1999 and the National Water Act 36 of 1998. CD confirmed that these applications have been submitted to the relevant authorities.

5 Public Consultation

- 5.1 CD briefly outlined the public consultation process including the availability of the Draft EIA Report, how stakeholders were notified and how the public can get involved (refer to attached presentation).

6 Key Impacts and Mitigation

- 6.1 CD discussed which specialist studies informed the EIA, the key impacts and key mitigation measures (refer to attached presentation). The more significant impacts, as identified in the EIA, are:
- Loss of wetlands;
 - Deterioration of air quality due to aircraft emissions;
 - Impacts of aircraft noise on surrounding communities;
 - Impacts of increased noise on housing and land use around the airport; and
 - Socio-economic benefits.

7 Key Findings of EIA

- 7.1 CD identified the key findings of the EIA (refer to attached SRK presentation).
- 7.2 The less significant impacts of the proposed project include:
- Disturbance to heritage resources;
 - Air quality impacts (dust) during construction;
 - Risk of health effects due to aircraft emissions;
 - Disturbance to adjacent communities due to construction related noise and vibration;

- Impacts on groundwater levels and quality;
- Loss and disturbance of terrestrial ecology (vegetation, fauna and habitats);
- Visual impacts, with the area already dominated by airport infrastructure and operations; and
- Impacts of airport-related traffic on surrounding roads.

7.3 The more significant impacts of the proposed project include:

- Loss of wetlands;
- Deterioration of air quality due to aircraft emissions;
- Impacts of aircraft noise on surrounding communities;
- Impacts of increased noise on housing and land use around the airport; and
- Socio-economic benefits.

8 Issues and Concerns

8.1 A number of issues and concerns were raised during the meeting. These issues and concerns were discussed and responded to at the meeting and are summarised in Table 1 below.

9 Way Forward

9.1 CD explained the important dates going forward. The public comment period ends on 25 May 2015. All comments received on the Draft EIA Report will be incorporated into the Final EIA Report to be released for a second comment period prior to submission to the National Department of Environmental Affairs in ~August 2015 (refer to attached SRK presentation).

Table 1: Issues and Concerns

#	Issue / Concern	Stakeholder	
Scope of the EIA			
1.	Why was the relocation of the informal settlements not assessed in the EIA?	Gert Kruger	<p>The relocation of the informal settlements (Freedom Farm, Malawi Camp, Blikkiesdorp) needs to occur, irrespective of whether the runway is re-aligned or not.</p> <p>The relocation of the informal settlements is a separate process to the re-alignment of the runway. The process began approximately 3 years ago before the re-alignment was formally proposed, and there is a Memorandum of Agreement between Airports Company South Africa and the City of Cape Town (CoCT) regarding the relocation process. There are approximately 2400 families that need to be relocated from the three settlements.</p> <p>Note that impacts on these communities were assessed in the EIA: however, impacts of relocation were not.</p>
Noise			
2.	Previously, the guideline for residential areas was 65 dB. Why has there been a change to 55 dB and how will this affect the surrounding land uses?	Gert Kruger	<p>In the previous noise regulations, the 65 dB level was considered a "controlled zone". Districts and relevant guideline levels for the Districts have been identified in the new noise regulations. The 55 dB level is an internationally accepted guideline level for residential areas.</p> <p>The Western Cape Province and CoCT have indicated that they will consider residential developments in the 65 dB zone.</p>
3.	Is Scenario 1 noise modelled or measured?	Peter Silbernagl	<p>The Scenario 1 noise levels have been modelled, but the results were compared to monitoring data from 2012 operations which shows a good correlation.</p>

4.	Has only the airport noise been modelled or have cumulative noise levels been taken into account e.g. traffic noise along the N2.	Gert Kruger	Modelling cumulative noise levels is almost impossible to do because there are too many noise sources to consider. Cumulative noise levels are implicitly considered in the district guideline noise levels.
5.	Have daytime and night-time noise levels been determined?	Russell Mehl	The airport works on a slot allocation system. The noise modelling takes into consideration the frequency of slots (1 slot = 1 aircraft movement) projected for future operations i.e. the anticipated number of day time and night time flights. There are guidelines for modelling noise impacts during the day, at night and for day-night levels (the average noise exposure over a 24-hour period). The day-night approach includes a 10 dB penalty. The penalty was used to determine day-night noise levels which is an accepted method for assessing noise impacts at night. This method was presented in the EIA Report and Noise Specialist Study. The figures are available for night-time levels if the CoCT requires these.
6.	The guideline level at night (22:00-06:00) is 45 dB which is important for determining compliance.	Shannon Maree	
7.	Are communities already experiencing maximum capacity noise levels? Can you clarify the Scenarios?	Marco Geretto	Four operational scenarios were considered: <ul style="list-style-type: none"> • Scenario 1: Existing operations for 2013 (~ 25 Air Traffic Movements (ATM)); • Scenario 2: Existing runway at maximum capacity (30 ATM); • Scenario 3: New runway at 30 ATM (for comparison with Scenario 2); and • Scenario 4: New runway at maximum capacity (44 ATM). Maximum capacity (30 ATM) is reached during the peak operating times at the airport i.e. morning and afternoon. Communities would thus (currently) experience maximum noise levels at peak times; however, the maximum noise levels are not experienced 24 hours per day.
8.	Does the modelling include the A380?	Crispin Barrett	The A380 is considered in the noise modelling for future projections (Scenarios 3 and 4). Larger planes don't necessarily mean more noise, due to technological improvements. The A380 is in fact one of the quieter large planes.
9.	Has the phasing out of older aircraft been considered?	Gert Kruger	There is a process to phase out noisier older planes (according to Regulations), but ACSA cannot enforce this; it is up to the airlines. Generally aircraft are phased out for practical reasons when aircraft are no longer considered safe to fly. These aircraft are replaced with newer aircraft. Newer aircraft will be quieter but there will be more of them.
10.	Does the shrinking in the size of the noise cone from Scenario 2 to Scenario 3 occur before or after mitigation?	Shannon Maree	The noise cone shrinks in size if you compare Scenario 2 and Scenario 3 because of the new flight paths and the use of larger aircraft (e.g. A380) which are quieter. The A380 can only land at Cape Town international Airport once the runway is re-aligned. Mitigation has not been modelled as it is to

			<p>complex.</p> <p>Re-aligning the runway initially results in a decrease in the number of people affected by noise above guidelines levels, with the noise cone and number of people impacted increasing over a period of time.</p>
11.	Is population growth taken into consideration in the noise modelling?	Ian Gildenhuys	<p>The Noise Specialist Study and Land Use Study (appended to the Socio-economic Specialist Study) were undertaken in parallel using different assessment methods.</p> <p>The Noise Specialist Study did not take population growth into account as this would have presented a skewed picture when comparing the scenarios.</p> <p>The Land Use Study did consider population growth although it was a complex exercise. Population growth is not taken into account when considering the total number of people affected by each scenario.</p>
12.	As the independent consultants, SRK should identify all mitigation measures to reduce the impacts to acceptable levels. For example, was soundproofing of structures considered as a mitigation measure?	Dimitri Georgeades/ Nigel Titus	<p>A range of noise mitigation measures were considered by ACSA. The noise mitigation measures considered by ACSA and an indication of whether or not ACSA considered them technically and/or financially feasible or not, or whether they will be investigated further are included as Appendix 6D.</p> <p>Soundproofing in the worst affected communities was considered but deemed impractical and unaffordable as approximately 400 000 houses may be affected.</p> <p>SRK cannot recommend mitigation measures in the EIA that are not practical or affordable and which ACSA cannot reasonably implement. Authorisations from the Department of Environmental Affairs have previously stated that all mitigation measures identified in the EIA must be implemented. SRK therefore needs to ensure that mitigation measures can actually be implemented by ACSA.</p>
13.	The poorest communities will be affected and these communities cannot afford to install sound-proofing. What has been considered for these communities e.g. berms?	Gert Kruger	<p>Berms would not provide any mitigation from noise from aircraft. The berms could reduce road noise thereby reducing the cumulative noise level but this depends on the exceedance above guideline levels caused by the re-aligned runway.</p> <p>There is currently no information available on retrofitting structures in South Africa to determine costs for installing sound proofing in structures in communities most affected by noise.</p>
14.	A phased approach to implementing noise mitigation measures is a good flexible approach but a framework (who, what, when) needs to be developed to ensure mitigation measures are implemented otherwise the Joint Statement of Intent [between ACSA, CoCT and industry stakeholders] has no formal standing.	Dimitri Georgeades	<p>The Joint Statement of Intent with industry stakeholders and CoCT seeks to address noise in the short, medium and long term. During Phase 1 (5 years), ACSA will track and monitor actual operations to confirm noise impacts and the success of mitigation measures. A long term Noise Mitigation Plan will be implemented in Phase 2.</p> <p>The Joint Statement of Intent is happening in parallel but outside the EIA process.</p> <p>The National Department of Transport will</p>

			develop a model for South African airports to identify procedures that can be implemented to reduce noise levels to the lowest possible levels in the long term.
15.	Has ACSA received noise complaints?	Laurine Platzky	ACSA has received two noise complaints in the last 12 months and very few prior to that (six have been recorded over the past three years).
16.	Community members don't necessarily complain about noise to ACSA. Authorities are blamed for siting residential developments in bad areas.	Gert Kruger	<p>ACSA has also installed new technology which allows them to identify which aircraft was responsible for a particular noise event and can therefore be investigated further.</p> <p>The development of a formal grievance mechanism has been recommended as a mitigation measure in the EIA, which is relatively easy to implement.</p> <p>The sense that SRK has obtained from public meetings is that the public may "accept" daytime noise and the problem is noise at night. The grievance mechanism will not reduce noise levels but may reduce perceived noise levels and will assist ACSA in identifying particularly disturbing events.</p>
General			
17.	Can ACSA provide more information on the Joint Statement of Intent e.g. is there co-responsibility for financials and what will be the impacts on housing?	Annelise de Bruin	<p>The Joint Statement of Intent was adopted by ACSA, industry stakeholders and the CoCT and seeks to acknowledge and commit to a process of addressing noise in the short, medium and long term. It is too early to commit to some of the noise mitigation measures and difficult to do without the model for airports and national policy on noise mitigation.</p> <p>A Memorandum of Agreement, separate to the Joint Statement of Intent, has been signed between ACSA and CoCT regarding the development of the Symphony Way Development Corridor, including the relocation of families from Freedom Farm, Blikkiesdorp and Malawi Camp.</p> <p>CoCT will relocate families from these informal settlements independently of the runway realignment Project, i.e. whether the runway is realigned or not.</p>
18.	Can the City of Cape Town request a meeting so that SRK can provide clarification on how the information provided by the City of Cape Town was used in determining the impact on land use?	Annelise de Bruin	SRK would however be happy to discuss this with the CoCT. However, the meeting will have to be before 25 May if the CoCT requires this clarification to facilitate their submission of comment, as the comment period for all stakeholders ends on 25 May.
19.	Have the departure/arrival procedures mentioned as mitigation measures not already been implemented at the airport?	Catherine Bill	<p>There are additional procedures that can be implemented to reduce noise e.g. flying at higher altitudes, reduced engine thrust, or flying over less sensitive receptors.</p> <p>ACSA acknowledge that currently, there is a lot of room for improvement and to improve the awareness of the airlines and pilots.</p>
20.	Will impacts on external service requirements be significant?	Tess Kotze	The Transport Specialist Study determined that airport-related traffic from the project will not be significant. Upgrades to intersections surrounding the airport will be required due to city growth but not as a direct result of the project. The Transport assessment does not recommend any additional

			upgrades to road infrastructure. There will also not be a need for any other external service upgrades due to the proposed runway re-alignment.
21.	Is the Department of Water and Sanitation (DWS) the competent authority for the wetland offset?	Rhett Smart	The wetland offset study was called for by DWS in terms of the Water Use Licence Authorisation process. Initial discussions have been held with DWS, CoCT and CapeNature to identify potentially suitable offset sites. CapeNature will continue to be involved as a commenting authority. Phase 1 of the Wetland Offset Study is complete and options have been presented to DWS along with the Water Use Licence Application. The Water Use Licence will identify the selected offset option as a condition of the licence.
22.	Was a feasibility study done for the project?	Shaddai Daniel	Numerous alternatives (location, master plan options, single runway alignments) were identified and considered during airport master planning, which informed the early feasibility and design phases of the Project.
23.	CoCT previously submitted a comment about the independence of specialists. Can you indicate what was done in response to this?	Andre Oosthuizen	Initially, SRK specialists were appointed to undertake certain specialist studies. In response to the comments raised by authorities, other specialists were appointed to undertake these studies.
24.	The Polluter Pays principle needs to be made clear in the EIA Report. The cost of the proposed project is being transferred to local communities which is unfair. If the local authority needs to implement a mitigation measure, then it is not fair that the ratepayer must pay. The triple-bottom line is important.	Dimitri Georgeades	The triple bottom line is discussed in the EIA, however, your comment is noted.

Meeting closed at 12.15 pm
Notes taken by: Scott Masson

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Signed by:

Sharon Jones

Date: 22 May 2015

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