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Hunters Hill
Sydney
NSW 2110

12 May 2013

Mr Peter Fitzgerald
Chair
Sydney Airport Community Forum
C/- Department of Infrastructure and Transport
Aviation Environment Branch
GPO Box 594
Canberra
ACT 2601

Dear Mr Fitzgerald,

Re: Aircraft Noise and Movement Issues over Hunters Hill

Over the past year or more I have become increasingly concerned regarding the level of aircraft noise that I have endure which I find to be very intrusive and is increasingly having a significant impact on my ability to enjoy my home environment as I age (I now at times have to put a fan on in the bedroom to generate "white noise" and wear ear plugs to get a good night's sleep). We are now experiencing aircraft flying patterns over the north at all times of the day and night with very little respite and the aircraft noise levels which are already at excessive levels are particularly worse when cloud cover exists (as indicated by Airservices noise monitoring devices - Webtrak). Accordingly I seek information and a response to the following questions:

1. Why is the Long Term Operating Plan (LTOP) target for the north (17%) not being met as actual aircraft movements in the north are around 34% which is double the agreed target? This figure of around 34% has been consistent for many years now as detailed in Airservices Sydney Airport Operational Statistics.

(I note that the number of aircraft movements as detailed in Airservices statistics relating to Movements at Australian Airports- Sydney has ranged roughly between 21,000 a month in December 2002 to 25,000 in January 2013 and the monthly average will continue to increase as demand for aircraft flights in and out of Sydney increases).

2. What was the average number of aircraft movements per month over the north during the period 2005 to 2007 when The Hon. John Howard was Prime Minister (please also provide this number as a percentage of the total number of aircraft movements)?
3. Have flight patterns and/or heights planes are required to fly at over my residence at 24a Barons Crescent, Hunters Hill (Boronia Park) changed since the current Labor government has been in office?

4. Why is the runway rotation system not being more effectively used at sensitive times of the day as described in LTOP 'Respite'?

LTOP 'Respite' states:

"Noise sharing modes must be used at the airport, except when weather or unusual traffic conditions prevent this occurring, during the following hours on weekdays:

- 6am to 7am
- 11am to 3pm
- 8pm to curfew

Longer noise sharing hours apply at weekends. Noise sharing modes should be used at other times if conditions permit".

5. Why do residents north of the airport suffer 6am to 7am "wake up" overflights when there is no apparent weather correlation?
6. My personal experience and in particular information contained in Sydney Airport Operational Statistics clearly illustrate that the stated above directive in the LTOP is not being adhered to. My question is why is this directive not being complied with?
7. Given the significant advances in aircraft technology systems and computer based landing systems operated by air traffic control personnel around the world why do planes still fly over the north resulting in excessive aircraft noise levels (as indicated by Airservices noise monitoring devices - Webtrak)?
8. What is the Kingsford Smith Airport future operating strategy/plan for effectively addressing aircraft noise over the north area where I reside given the increasing number of aircraft movements in the future, particularly between 6am to 10am and 8pm to curfew e.g. change existing flight patterns (height and/or direction)?
9. What is Airservices Australia strategy/plan for ensuring compliance with the LTOP policy and targets?
10. Why does the Hunters Hill area experience jet take off-offs when we already suffer concentrated landing flight paths? Under the LTOP non-reciprocal respite arrangements this should not happen.
11. I remember reading that Dick Smith in the early years of the Howard Government said words to the effect that "planes can fly into Sydney airport at higher levels than they currently do and there would be no adverse effect on current safety standards and that this is done in other major cities around the world. Consequently excessive aircraft noise to residents on flight paths would be reduced significantly". Is this true and if it is why has this operational flight strategy not been implemented?

I look forward to your detailed and considered response regarding the above issues and associated questions.

Yours sincerely

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