

SUMMARY RECORD

SACF Meeting 3/2013

2 August 2013

AGENDA ITEM 1 Opening Remarks and Adoption of Agenda

The Agenda was adopted without change.

Apologies were noted from:

- Cr Monica Wangmann, Deputy Mayor of Ashfield
- Ms Maria Patrinos, Community Representative for the West
- John Bihary, representing the Member for Bennelong
- Barry Abrams, Board of Airline Representatives of Australia
- Rob Edney, Virgin Australia
- Cr Phil Blight, Sutherland Shire

AGENDA ITEM 2 Confirmation of Draft Summary Records of Meeting 2/2013 and the Special SACF meeting of 12 July 2013

2.1 *Incorporation of suggested changes*

The draft summary record of Meeting 2/2013 was confirmed with the suggested change, and the draft summary record of the Special Meeting of 12 July 2013 was confirmed without amendment.

2.2 *Action Items arising from last meeting*

It was noted that the Action Items had been addressed.

In relation to Action Item 05/02 - The Chair to write to the NSW Local Government Association supporting a review of AS 2021, noting that the Australian Local Government Association opposed it – this action was not proceeded with because Standards Australia made a decision on the review of AS 2021 on 30 May 2013, before a letter was prepared.

AGENDA ITEM 3 Draft SACF submission on the Preliminary Draft Master Plan (PDMP)

A copy of a presentation on the draft SACF submission was circulated to members on 15 July 2013 and members were invited to provide comments back to the Secretariat by 29 July 2013. A draft SACF submission incorporating members input was circulated on Wednesday 31 July 2013.

Some members expressed concern that the Transparent Noise Information Program (TNIP) data provided does not include base data on the Aircraft Noise Exposure Forecast (ANEF) for 2033 or allow comparison with the ANEF 2029. It was explained that TNIP was designed to display noise information metrics and calculate single event and numbers above contours rather than generate ANEF contours. Due to different algorithms the ANEF contours generated by TNIP may differ from those created using the approved Integrated Noise Model (INM) application. To avoid confusion over slight variations in the position of ANEF contours, the endorsed 2033 ANEF contours were not been included in the TNIP package but were provided in the PDMP.

A number of suggestions were made for inclusion in the draft SACF submission on the PDMP:

- It was noted that while the PDMP includes the ANEF for 2033 and N70 contours, the inclusion of N65 and N60 contours in the PDMP and TNIP package would provide a more detailed picture of the noise impact of forecast aircraft movements.
- In view of concerns about the ability to maintain noise sharing, it was suggested that the PDMP includes current mode usage data and quantitative forecasts to identify the progressive impact of aircraft movements and changes in the fleet mix on runway mode usage at five yearly intervals.
- Include tables to show current and forecast aircraft movements over selected suburbs.
- Note that increased use of Mode 7 will adversely impact Kurnell residents
- Include a statement that the noise forecast by the PDMP will be environmentally and socially unacceptable.
- Include a statement that SACF strongly urges the Government to make a decision to construct a Second Sydney airport, and to define the roles of the two airports.
- The PDMP mentions the possibility that aircraft could use of steeper angles of ascent and descent. Include a statement that this would have a significant impact on suburbs close to the airport, and would change the noise contours on which the PDMP is based.
- Reiterate the need for sensitivity analyses in the desired outcomes section.
- Confirm aircraft types which can use the third runway.
- The PDMP should have a prominent caveat that the Master Plan would need to be redone in the event of a decision on a Second Sydney Airport as that will have a profound effect on the role and future operations of KSA.
- A decision on building a Second Sydney Airport would raise the need for definitive government policy on the short- and long-term role and capacity of both that new airport and KSA.
 - that policy should be for the Second Sydney Airport to, as a minimum, absorb sufficient flights to reduce future hourly movement rates at KSA to within the capacity of LTOP noise sharing modes.

Mr Plummer advised that it would not be appropriate to vote on the SACF submission and declared his abstention.

It was noted that while the Board of Airline Representatives was broadly supportive of the submission it did not support the proposed movement cap of 60 movements per hour during noise sharing times.

Action: It was agreed that the Secretariat would incorporate the Members' suggestions into the SACF Submission, and that the Chair would sign the final submission on behalf of the Forum, noting any abstentions.

AGENDA ITEM 4 Implementation and Monitoring Committee (IMC) Report – Mr Hill

Mr Hill provided an update on matters discussed at IMC. He noted that Air Traffic Control had been trialling a process to improve early morning flow arrivals. The process involves deprioritising aircraft that arrive more than 20 minutes ahead of schedule in the period 6:00am – 7:00am by pushing them back in the queue. The trial has reduced delay and holding through better flow management and has enabled earlier implementation of LTOP noise sharing modes.

The issue of whether the Sydney Airport Operational Statistics reports should have an executive summary was discussed, but it was agreed that these reports are very useful in their current form and level of detail, and should not be changed.

The Aircraft Noise Ombudsman's report for the first quarter of 2013 is available on the website: http://www.ano.gov.au/reportsstats/statistics/jan_mar2013_quarterly_report.pdf

AGENDA ITEM 5 LTOP - Implementation Progress – Airservices

Mr Hayes noted that the table showing the capacities of the runway modes circulated following the 12 July Meeting shows movement rates which have increased since the initial capacities were determined by SABRE modelling. Airservices advised that the movement rates in the table reflect rates achieved in operational practice. It was found during the closure of the east-west runway that higher rates could be achieved than the modelling predicted.

Mr Hayes asked why the share of aircraft movements to the west was so low. Airservices advised that there is some congestion on the ground in the north-west sector, and that increasing the capacity of the apron will improve flow to the west. It was also noted that increased use of SODPROPS has reduced the flow to the west.

Airservices provided a summary of traffic levels for north and west at the last meeting, showing the percentage use this year has been very similar to previous years. The numbers showed north and west is typically higher from January to March than July to September and this was reflected in the SACF meeting minutes. Mr Hayes noted he was not at the last meeting.

AGENDA ITEM 6 Department of Infrastructure and Transport's Reports – Ms Rosengren

- 6.1 *Curfew Dispensation Report*
- 6.2 *SACF Correspondence*
- 6.3 *SACF Phone line*

These reports were noted. SACF correspondence is published on the website at:

<http://sacf.infrastructure.gov.au/meetings/letters/index.aspx>

AGENDA ITEM 7 Date of next Meeting

The next meeting will be held on Friday 22 November 2013

ATTENDANCE

Members

P.	Fitzgerald	Chair
T.	Bowen	Representing the Member for Heffron
L.	Caulfield	Representing the Member for Marrickville
J.	Clarke	Representing the Member for Bradfield
D.	Cobley-Finch	Representing the Member for Sydney
B.	Hayes	Representing the Member for North Sydney
K.	Hill	Community Representative for the South
V.	Macri	Mayor of Marrickville
T.	Fasanella	Member for Reid
J.	Patterson	Representing the Mayor of the City of Botany Bay
T.	Plummer	Representing the Sydney Airport Corporation Limited
I.	Koernicke	Representing the Sutherland Shire
K.	Welsh	Representing the Mayor of Leichhardt
J.	Woods	Representing the Member for Cook

Department of Infrastructure and Transport

S.	Rosengren	Director, Aviation Environment Policy
J.	Collis	Aviation Environment Policy Section, SACF Secretariat
R.	Brooks	Airports Branch
A.	Sullivan	Aircraft Noise Management Branch

Airservices Australia

P.	Carroll	Sydney Operations Manager
E.	Keenan	Manager, Community Relations

Sydney Airport Corporation Limited

K.	Alcott	Sydney Airport Corporation Limited
T.	Plummer	Sydney Airport Corporation Limited
L.	Stevens	Sydney Airport Corporation Limited
J.	Stewart	Sydney Airport Corporation Limited



Observers

E.	Pearson	Office of the Member for Cook
L.	Sierakowski	North Sydney
D	Stani	Overnight Airfreight Operators Association
F.	Van Ewijk	Qantas
J.	Wastnage	Transport and Tourism Forum
T.	Williams	Vaucluse resident

Apologies

B	Abrams	Board of Airline Representatives of Australia
J.	Bihary	Representing the Member for Bennelong
P.	Blight	Sutherland Shire Council
R.	Edney	Virgin Australia
M.	Patrinos	Community Representative
M.	Wangmann	Deputy Mayor of Ashfield