

# SUMMARY RECORD

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**SACF Meeting 1/2014**  
**21 February 2014**

## **AGENDA ITEM 1      Opening Remarks and Adoption of Agenda**

The Chair, Mr John Alexander MP advised that he had been asked by the Deputy Prime Minister to chair the meeting pending the approval of his appointment as Chair on an ongoing basis. A recommendation has been made to the Prime Minister to appoint Mr Alexander as Chair. He noted the resignation of the previous Chair Mr Peter Fitzgerald and thanked Mr Fitzgerald for his service to the Forum.

Apologies were noted from

- Ms Kirsten Andrews, representing the Member for Watson
- Clr Kevin Schreiber, Sutherland Shire Council
- Mr Nickolas Varvaris MP, Member for Barton
- Cr Darcy Byrne, Mayor of Leichhardt
- Ms Elissa Keenan, Airservices Australia

The draft agenda was circulated on 13 February 2014. A number of additional items were raised:

- Update on the Sydney Airport Master Plan
- Update on a Second Airport & Badgery's Creek
- Increase in aircraft noise over Miranda

It was agreed that Ted Plummer, Sydney Airport Corporation Limited (SACL) provide an update on the Sydney Airport Master Plan at Agenda Item 3. A copy of the Minister's Media Release is included in the meeting papers.

Russell McArthur from the Department of Infrastructure and Regional Development will provide an update on the Second Sydney Airport.

It was suggested that the item on aircraft noise in Miranda be referred to the Noise Complaints and Information Service for initial analysis, and referred to IMC if further investigation is required. This matter can be discussed under Other Business.

Community Representative Mr Kevin Hill requested that a discussion on the Movement Cap be raised under Other Business.



**AGENDA ITEM 2      Confirmation of Draft Summary Record of Meeting 4/2013,  
22 November 2013**

**Agenda Item 2.1      Incorporation of suggested changes**

The Draft Summary Record of SACF Meeting 4/2013 was sent to members for comment on 10 December 2013. Mr Hayes suggested a number of changes. The Chair sought views on the suggested changes. The changes were accepted by the meeting with one exception – Mr Plummer stated his objection to the removal of the reference to the positive impact that increasing the range of the aircraft permitted to use runway 34R/16L would have on noise sharing. It was agreed to reinstate that statement in a slightly amended form as: “Mr Plummer noted that increasing the range of aircraft able to operate on runway 34R/16L has the potential to enable more balanced use of the parallel runways and provide greater opportunities for noise sharing.”

**2.2      *Action Items arising from previous meetings***

There are two outstanding items from the last meeting:

**Action 01/4:      Aircservices to provide a further report on wide bodied twin aircraft operation on runway 34R/16L including noise profiles at different stages of flight, and the location of flight tracks**

**Action 04/4:      The Forum requests IMC to provide further information on the timetable for the introduction of the new quieter aircraft at Sydney**

Mr Atkins reported that the IMC confirmed at its meeting of 17 December 2013 that Boeing 787 type and A330 type aircraft could use the third runway, but deferred consideration of the generic question of wide bodied twin engine jets using the third runway. Aircservices expects to provide a report on wide bodied twin aircraft to the next meeting of IMC, and to the next meeting of SACF. Action 04/4 was discussed and it was agreed that in the absence of information from airlines on future fleet mix, the best approach would be to look at the historical record and project forward from that. IMC agreed to consider ways to improve the presentation of this information before bringing it back to SACF.

**AGENDA ITEM 3      Sydney Airport Report – Mr Plummer**

Mr Plummer noted that the Preliminary Draft Master Plan (PDMP) was exhibited from 5 June to 30 August 2013 and during that time 148 submissions were received incorporating over 1000 individual comments.

In total SACL conducted over 450 briefings and consultation meetings over a two-year period, 10 times more briefing and consultation meetings than were held for the previous master plan. The consultation process was the most extensive ever undertaken by Sydney Airport for a master plan.

After the exhibition period the PDMP was revised and a Draft Master Plan was submitted to the Deputy Prime Minister on 2 December 2013, the Draft Master Plan was approved by the Deputy Prime Minister on 17 February 2014. It is now the final Master Plan, it has now been published on the SACL website, and hard copies will be distributed to SACF members in the near future.

The Master Plan includes increased facilities for larger aircraft, including 16 additional international contact gates for A380 (or similar aircraft), and 30 swing gates – flexible aircraft stands which can serve international and domestic aircraft. It also includes significant taxiway enhancements to improve airfield efficiency, and a big reduction in inter-terminal transfers as a result of the new configuration which co-locates domestic, international and regional terminals.

SACF raised detailed comments about the aviation activity forecasts, including forecast growth rates in aircraft movements, and the aircraft loading and fleet mix assumptions. SACL remains confident that their assumptions are appropriate, but the relevant chapter now contains significantly more detail about how they were prepared. SACL have used the latest Integrated Noise Model (INM) to produce the 2033 ANEF.

The SACF submission expressed considerable concern about the increase in flights and the impact that would have on the implementation of LTOP. The Master Plan includes more narrative about how LTOP is being implemented and a table which shows the times of the day when noise sharing modes will still be able to be used in 2033. It also includes an N60 chart showing the impact of aircraft noise during curfew hours. SACF encouraged the airport to work closely with state and local government to develop an integrated transport plan, and SACL supports improved public transport, the removal of the station access fee and the Westconnex development.

SACF requested a reduction in the movement cap to 60 movements an hour for a total of 9 hours a day, including the morning and afternoon peaks. This was not supported on the grounds that it would damage the tourism industry, damage the state and national economy and significantly disrupt Australia's aviation network. SACF expressed support for a second Sydney airport, and the Master Plan supports the identification of a site, and the development of a second airport as demand requires.

SACL plans to submit a Major Development Plan to improve ground transport in the near future.

Mr Hayes suggested that the Master Plan be considered in more detail at the next meeting when members had had a chance to read the document.

**Action 01/01 A discussion of the Sydney Airport Master Plan will be included on the agenda for the next SACF meeting.**

Mr Hayes raised the question about whether the Master Plan would be reviewed when a decision had been made about a second Sydney airport. Mr Plummer advised that Master Plans are reviewed every 5 years, and the next review of the Master Plan can consider that issue. Mr Plummer referred members to Chapter 16 of the Master Plan which contains information about the long term development of aviation in the Sydney region. SACF relies on the Joint Study on Aviation Capacity for the Sydney Region, which says that a supplementary airport should be developed and SACF supports that. It was agreed to discuss this further at the next meeting.

Mr Hayes raised a concern regarding Item 8 of the Minutes of IMC Meeting 121 which reported on a proposal to remove Performance Based Navigation and related procedures from the IMC agenda as a standing item. Mr Hill clarified that it had been decided that this standing item shall remain.

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

There have been two IMC meetings since the last SACF Meeting, on 17 December 2013 and 18 February 2014. The Chair congratulated John Clarke who attends IMC as a community representative, and earlier this week attended his 100<sup>th</sup> IMC meeting. He also noted that Kevin Hill has attended all of them. Mr Hill admitted that he did miss one meeting.

Mr Hill noted that the removal of the VOR facility has been postponed till November. The High Intensity Lighting will be operational in March; this will allow aircraft to land in fog or low cloud conditions with visibility greater than 100ft. There is a new 3D visualisation tool called VOLANS which can be used to show the impact on the ground of aircraft overflights. It will be used to discuss the issue of the use of wide bodied twin aircraft on runway 34R/16L at the next meeting. The problem with Embraer jets overflying Kurnell has been addressed, and these aircraft will now be flying through the heads at Botany Bay.

The Australian Noise Exposure Index (ANEI) reports for the last three quarters of 2013 have been published on the Airservices website at:

<http://www.airservicesaustralia.com/publications/noise-reports/australian-noise-exposure-index-reports/>

Airservices short term noise monitors will be in place at five locations until the end of March before being moved interstate. Reports on the Short Term Noise Monitoring Program are available on the Airservices website at:

<http://www.airservicesaustralia.com/publications/noise-reports/short-term-monitoring/>

Mr Hayes raised a concern regarding Item 8 of the Minutes of IMC meeting 121 which reported on a proposal to remove Performance Based Navigation and Related Procedures from the IMC agenda as a standing item. Mr Hill clarified that it had been decided that this standing item shall remain.

The next meeting of IMC will be held on 29 April 2014.

#### **AGENDA ITEM 5      LTOP - Implementation Progress – Mr Greg Atkins, Airservices**

Mr Atkins reported that Airservices has provided a table to IMC containing the theoretical and actual capacity of the various noise sharing modes, as well as their theoretical capacity under optimal conditions.

Large aircraft such as A380s use one and a half to two slots to allow for wake turbulence separation. In December noise sharing in the middle of the day occurred on 7 days, and weather, rather than the level of air traffic was the major factor determining whether or not noise sharing modes can be used.

**Action 02/01   Airservices to present a report discussing the capacity of noise sharing modes, on a seasonal basis, to the next meeting of SACF.**

#### **AGENDA ITEM 6      Department of Infrastructure and Regional Development Reports - Mr McArthur**

##### **6.1      *Curfew Dispensation Report***

Two Curfew Dispensation Reports have been tabled in Parliament since the last meeting, noting two dispensations that were granted and two that were refused.

A further Curfew Dispensation Report covering dispensations for December 2013 and January 2014 is due to be tabled in Parliament in the near future, and that will be included in the report for the next meeting.

##### **6.2      *SACF Correspondence***

This report was noted.

### **6.3 SACF Telephone Report**

This report was noted.

#### **OTHER BUSINESS**

##### **Second Sydney Airport**

Mr McArthur reported that a committee of Federal Members of Parliament representing Western Sydney electorates has been formed to consider community views about a supplementary airport at Badgery's Creek, and is expected to meet in March, before the matter is referred to Cabinet for consideration.

##### **Increase in Aircraft Noise over Miranda**

It is suggested that this matter be referred to Airservices Noise Complaints and Information Service for investigation, in the first instance.

It is noted that Airservices has installed a Temporary Noise Monitor at Gymea Bay, which may provide further information on this matter. It was suggested that this matter be referred to IMC for consideration as well. The Office of the Member for Cook agreed with this approach.

##### **Deputy Prime Minister's statement on the Movement Cap**

Mr Hill referred to an article in the Sydney Morning Herald in which it was reported that Deputy Prime Minister, the Hon Warren Truss MP indicated he might be open to removing 15 minute rolling periods in which 80 movements an hour are counted at Sydney Airport to help free up capacity. Minister Truss was quoted as saying "*Because it is divided into 15 minute periods it is not possible to achieve 80 movements an hour*".

It was pointed out that 80 movements per hour have been achieved on a number of occasions under the current arrangements. Mr Hill put the view that removing the 15 minute rolling periods, and replacing them with 60 minute rolling periods could result in a hypothetical situation where 100 movements are permitted in an hour. Mr Plummer noted that the infrastructure at Sydney Airport is not capable of handling 100 movements an hour.

Mr Atkins reported that Airservices employs a person in the tower to count the aircraft movements to ensure they don't go over 80 to meet the requirements of the Demand Management Act. If there is a risk of hitting 80 movements, aircraft departures are delayed.

Airservices manages air traffic with the aim of achieving 76-78 movements per hour; they do not regularly achieve 80 movements and if they do it's a result of good luck rather than good management. He noted that the airport is limited to 80 movement slots per hour and outlined a scenario where the current system of 15 minute rolling periods could result in a situation in which the opportunity to move to a noise sharing mode is delayed.

It was pointed out that the frequency of aircraft movements, rather than the noise level of each aircraft, is the major source of annoyance for the public.

**Action 03/01                    The Chair to write to the Minister to provide further advice about the movement cap.**

**AGENDA ITEM 7                Date of next Meeting**

It was agreed that the next meeting will be held on 23 May 2014.



**ATTENDANCE**

**Members**

J.	Alexander	Chair
G.	Atkins	Airservices Australia
J.	Bihary	Representing the Member for Bennelong
L.	Caulfield	Representing the Member for Marrickville
J.	Clarke	Representing the Member for Bradfield
D.	Cobley-Finch	Representing the Member for Sydney
K.	Cruden	Representing the Member for Grayndler
R.	Edney	Virgin Australia
N.	Harley	Representing the Member for Reid
B.	Hayes	Representing the Member for North Sydney
K.	Hill	Community Representative for the South
M.	Laverty	Representing the Member for Cook
L.	McKenna	Mayor of Ashfield
N.	Moncrieff-Hill	Representing the Member for Kingsford-Smith
J.	Patterson	Representing the Mayor of the City of Botany Bay
M.	Patrinos	Community Representative
J.	Pinczewski	Representing the Member for Wentworth
T.	Plummer	Representing the Sydney Airport Corporation Limited
E.	Simpson	Representing the Mayor of Leichhardt
C.	Woods	Representing the Mayor of Marrickville
J.	Woods	Representing the Member for Cook

**Department of Infrastructure and Regional Development**

R.	McArthur	Director, Aircraft Operations
J.	Collis	Aircraft Operations Section, SACF Secretariat



**Airservices Australia**

P. Carroll Sydney Operations Manager

**Sydney Airport Corporation Limited**

K. Alcott Sydney Airport Corporation Limited

J. Stewart Sydney Airport Corporation Limited

**Observers**

S. Agagiotis Randwick Council

M. Gray Tourism and Transport Forum

I. Koernicke Representing the Sutherland Shire

D.. O'Connor Grayndler

P. Thorne No Aircraft Noise Party (Petersham)

L. Sierakowski North Sydney

W. Southwell No Aircraft Noise Party

D. Stani Overnight Airfreight Operators Association

A. Sutherland Department of Infrastructure and Regional Development

F. Van Ewijk Qantas

T. Williams Sydney

**Apologies**

K. Andrews Representing the Member for Watson

D. Byrne Mayor of Leichhardt

E. Keenan Airservices Australia

K. Schreiber Sutherland Shire Council

N. Varvaris Member for Barton