



## SUMMARY RECORD

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**SACF Meeting 4/2014**

**21 November 2014**

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

Apologies were noted from:

- Mr Ron Hoenig MP, Member for Heffron;
- Mr Bob Hayes, representing the Member for North Sydney. Ms Leona Sierakowski is standing in for Mr Hayes;
- Mr John Clarke, representing the Member for Bradfield. Ms Ali Nelson is standing in for Mr Clarke;
- Mr John Woods, representing the Member for Cook. Ms Meredith Laverty normally stands in for Mr Woods but has also sent apologies.

The Chair introduced a number of guests at the meeting, including:

- Mr Ron Brent, Aircraft Noise Ombudsman
- Mr David Borelli from BIKESydney
- Ms Lynda Newnam from Bikes Botany Bay
- Mr Dylan Connell and Mr Michael Galderisi from the NSW Department of Roads and Maritime Services.

The Chair welcomed the Member for Grayndler, the Hon Anthony Albanese MP.

The draft agenda was circulated on 7 November 2014, and no additional items of business were proposed.

Mr Albanese proposed a discussion of the Westconnex project. It was agreed to address this separately from the Sydney Airport Report, which will discuss aspects of the Westconnex enabling works, which is a separate issue.

It was noted that Drs Hede and Bullen, were unable to attend the meeting, and it was agreed to postpone the item on the Noise Survey around Sydney Airport to the next meeting.

### **AGENDA ITEM 2      Confirmation of Draft Summary Record of Meeting 3'/2014**

Mr Hayes suggested a number of changes. Mr Plummer suggested an addition to Agenda Item 6.

Mr Plummer referred to Mr Hayes' suggested change to Agenda Item 3 -the Sydney Airport Report: 'Mr Plummer assured SACF that the GBAS system would not change current flight paths or aircraft concentration over Sydney'.

Mr Plummer noted this comment is factually incorrect because the GBAS system cannot change flight paths or aircraft concentration, and requested that it be deleted. It was agreed to confirm the minutes with all the suggested changes except this one.

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

It was noted that most of the Action items for the last meeting have either been completed or are on the Agenda for discussion.

The Secretariat found that a web-based system for providing access to meeting papers was not ideal for all members, and that a number of members noted that having the papers delivered to their inbox was convenient. The Secretariat has made an effort to ensure that as far as possible all reports are included in the meeting papers, and any papers that were not available for inclusion will be circulated as soon as possible following the meeting.

### **AGENDA ITEM 3 Community Question Time**

The Chair noted that this is a new, standing Agenda Item, which will provide an opportunity for members of the community to seek information on the areas of their concern. It will be a structured session of around 30 minutes with answers provided by members and formally minuted.

Community Question Time is designed to further strengthen the consultative role played by the Forum as the bridge between airport operation experts and the public. It will also help to ensure that the Forum is consistently aware of and responsive to the issues affecting the constituents we represent.

In order to give respondents the opportunity to develop answers it is requested that questions are submitted to the Secretariat ahead of the Forum meeting. Alternatively, questions may be handwritten and submitted to the Chair upon arrival.

A resident of East Ryde requested that the following questions be asked:

1. In terms of noise sharing across the Sydney Basin, are the north-south flight paths, over Lane Cove and East Ryde, shared in equal proportions?
2. It appears that some aircraft on these paths fly at a higher altitude than others. Planes at the higher altitude seem quieter over East Ryde. Could all planes fly at the higher altitude?

Mr Paul Carroll, Airservices Air Traffic Control Manager, East Coast Services advised that the flight path over Lane Cove to runway 16L is higher than the flight path over East Ryde to runway 16R, because the runway end for the Lane Cove flight path is further south.

Aircraft usually pass over Lane Cove at around 3,000 ft, and over East Ryde at around 2,500 ft. Runway 16R (the East Ryde flight path) is a longer runway and can handle larger and heavier aircraft. It handles roughly 60% of arrivals from the north, compared with 40% for runway 16L.

The following questions from a community member were passed on by the representative for the Member for Kingsford-Smith:

1. Are helicopters subject to the Sydney Airport LTOP?
2. If not, why are helicopters considered exempt from the LTOP?
3. What restrictions are currently placed on the movement of helicopters to & from Sydney Airport?

Mr Carroll advised that helicopters do not use runways and as such are not covered by LTOP. Helicopters also have a number of landing points throughout the city, for example medical helicopters at hospitals etc. Helicopters do not operate at KSA through the curfew unless it is an emergency.

Ms Keenan advised that Airservices is happy to provide more detailed information in response to community questions as required.

#### **AGENDA ITEM 4 – Cycling Access**

In September the Chair was contacted by Mr David Borella of BIKESydney and Ms Lynda Newnam of Bikes Botany Bay in relation to the cycling facilities set out in the Sydney Airport Preliminary Ground Transport Plan. Bicycle enthusiasts have made 70 submissions to the Plan. They raised concerns about the level of provisions made for cycling, particularly for airport workers, but also for a growing number of passengers who travel light, and expressed concern that cycling facilities at the airport be considered in context with the State Government's plan to encourage cycling as a form of transport – Sydney's Cycling Future.

The Chair noted concerns raised in correspondence by Mr Clarke, Mr Hayes and Mr Woods that this item falls outside of the Forum's terms of reference. He put the view that this item is entirely consistent with the role of SACF "to act as a forum for providing advice to aviation authorities to facilitate improved consultation and information flows to the community about the Airport's operations" as stated in the Terms of Reference.

Mr Borella gave a presentation on cycling access in the context of the Sydney Airport Ground Transport Plan, in which he encouraged the Airport to set a target for cycling of 5% of all trips, and use that target to frame the plan. He stressed the economic benefits of cycling in terms of increased health and productivity, and providing an alternative out-of-hours transport choice for shift workers. He noted that the key elements for encouraging cycling are safe cycling routes that connect riders to their destinations, and adequate end of trip facilities such as bicycle storage, showers, lockers etc.

## **AGENDA ITEM 5 Sydney Airport Report – Mr Plummer**

Mr Plummer reported that construction is underway on Stage 1 of the T1 ground transport works. The Airport received 126 submissions on the Preliminary Draft Major Development Plan (PDMDP), with the majority of submissions from cyclists. The other big issue raised was the proposed ground transport interchange which is located at some distance from the terminal to allow buses to avoid traffic congestion, resulting in a long walk for pedestrians. The Airport has developed a revised PDMDP to address these concerns, with improved cycling facilities and an elevated pedestrian travelator for the ground transport interchange. This revised PDMDP will be on public display for a period of 15 business days and feedback is welcome.

Mr Dylan Connell from the NSW Department of Roads and Maritime Services outlined the Westconnex Enabling Works which will involve constructing an underpass on General Holmes Drive to remove a railway level crossing. This construction will require the use of pile drivers which will penetrate the OLS and require restricted use of the east-west runway (no arrivals from either direction, and no departures to the east) for two periods of one week during March and October 2015. During these periods, in which the winds do not normally favour east-west operations, there may be a small increase in noise for residents to the north of the Airport. Increased aircraft parking facilities are being developed in the south east sector of the airport, and these will be provided with ground-based power to reduce the ground noise to nearby residents. An additional vehicle storage facility will be constructed north of the Airport in 2015.

Mr Albanese stated that the Westconnex development proposes to terminate in St Peters, on Canal Road, which is massively congested, and will not provide viable access to the Airport or the Port of Botany. He moved that the Westconnex Delivery Authority be invited to attend the next SACF meeting to provide a briefing of the impact of Westconnex on the Airport Master Plan, the draft Major Development Plan and on traffic around the airport. He also requested that Infrastructure Australia, Infrastructure NSW and the Department of Roads and Maritime Services be invited to attend.

**Action 01/04 The Chair to write to the Westconnex Delivery Authority to invite them to attend the next SACF meeting to discuss the impact of Westconnex on the Airport Master Plan, the draft Major Development Plan and on traffic around the airport.**

## **AGENDA ITEM 6 LTOP Implementation Progress – Mr Paul Carroll, Airservices**

### **6.1 Report on Capacity of Noise Sharing Modes, Aircraft Noise Profiles, Aircraft Fleet Renewal**

Mr Carroll noted that Airservices has attempted to address the issues raised by Mr Hayes and some of the feedback from the last meeting in the explanatory notes and conclusions included in the meeting papers. He proposed that some of the further issues which Mr Hayes was exploring, in regard to the implementation of LTOP and the ongoing availability of crossing mode operations, be taken back to IMC for further analysis and discussion. Ms Patrinos provided some positive feedback on the report about on the capacity of noise sharing modes, nothing that it was easy to understand.

## 6.2 Airservices policy on data provision

Ms Keenan referred to a weblink which provides details on how to access Airservices data: <http://www.airservicesaustralia.com/services/electronic-data/tailored-data-ordering-process/>.

Airservices also provides information on runway use, flight path use and noise monitoring in its Aircraft Noise Information Reports, Noise and Flight Path Monitoring System Reports and Sydney Airport Operational Statistics reports. Weblinks to these documents were provided in the SACF Correspondence Report circulated prior to the meeting.

## 6.3 Update on LTOP implementation

Mr Carroll noted that there was nothing to report on this item, and requested that it be removed as an ongoing item, noting that LTOP implementation issues are covered under the Implementation Monitoring Committee (IMC) report.

There was discussion of a housing development proposed for the Kurnell sandhills, under the curfew flight path, and it emerged that there was strong opposition from the airport, the airline industry, government and community representatives to this development, and the likely impact it would have on noise sharing if approved. It was agreed to write to the NSW Planning Minister expressing SACF's strong opposition to this development.

**Action 02/04 The Chair to write to the NSW Planning Minister expressing SACF's strong opposition to housing development under the flight path at Kurnell.**

## AGENDA ITEM 7 Implementation and Monitoring Committee (IMC) Report – Mr Hill

Mr Hill reported that the paper on mode capacity was discussed at IMC and it was agreed that there was no silver bullet. Airservices is looking at some new software to help manage airspace at airports, which might provide marginal improvements, but capacity is a limiting factor. In terms of mode changes, SODPROPS is the easiest mode to maintain with increasing aircraft numbers, and the use of SODPROPS is expected to increase over the summer months. The Virgin Embraer jets have now been upgraded so they can accurately track the departure SID through the heads of Botany Bay. There was discussion of the implementation of RNP tracks at the Gold Coast and other airports, and looking at ways that RNP might be used to improve noise outcomes in Sydney. There is a new version of WebTrak – My Neighborhood which should be live by Christmas. Ms Keenan noted that the RNP Smart Tracking rollout is being managed by Airservices Community Environment team, not by Air Traffic Control, reflecting the community concerns about concentration and the environment.

## **AGENDA ITEM 8      Review of Community Aviation Consultation Groups (CACGs) and SACF –Response to the Productivity Commission review**

The Chair noted that members received correspondence regarding proposed changes to the membership of the Forum, and then follow up correspondence confirming that any such changes will be postponed until the Department has completed their review of community aviation consultation arrangements across all Australian airports.

Mr Stone advised that the Productivity Commission has held a series of reviews to monitor the effectiveness of airport privatization arrangements, with the most recent review in late 2011. That review considered airport community consultation arrangements and agreed to let them flow through and mature and to follow up this issue in 2015. The Department is putting together a consultancy to help review the community consultation arrangements at the major airports in Australia, including SACF, and will report back to SACF as this matter progresses.

## **AGENDA ITEM 9      Department of Infrastructure and Regional Development Reports Mr Stone**

### **9.1      Review of business jets**

On 4 September 2014 the Government called for submissions from the public on a review of the list of business jets permitted to operate during the curfew. This was part of the Coalition Government's election policy to enable newer, quieter and more fuel efficient aircraft to be used.

The proposal will require small business jets which meet the latest ICAO noise standards to be added to the list of existing aircraft which are permitted to use the airport during the curfew. Some of the older aircraft will be grandfathered until 2022. All aircraft operating after the curfew are restricted to using modes that take them over Botany Bay to the south of the airport.

A total of 242 submissions were received from 40 suburbs in the Sydney community. The Department will analyse the submissions and provide advice to the Deputy Prime Minister prior to a final decision being made on the proposal. A submission from the Sutherland Shire expressed concern that a larger list of eligible aircraft may lead to an increase in the number of aircraft movements during the curfew. Mr Hill and Mr Albanese put the view that grandfathering aircraft to 2022 appears excessive. Mr Albanese also requested that the Department also share its advice on how to deal with these issues with the Sutherland Shire and the Member for Cook. Mr Stone agreed to advise the Minister of those views.

**Action 03/04    The Department will advise the Minister of the views put by SACF on the expected numbers of business jet movements and the grandfathering of older aircraft.**



**AGENDA ITEM 9.2 Curfew Dispensation Reports**

Curfew Dispensation Reports were tabled in Parliament on 15 July and 2 September 2014. There was a curfew dispensation issued for runway works. Three dispensations issued for aircraft with mechanical problems, and those aircraft subsequently took off between 11:03 pm and 11:15 pm. Four requests for curfew dispensations were refused because they didn't meet the criteria under the Act.

**AGENDA ITEM 9.3 Correspondence Report**

For this meeting an Extended Correspondence Report has been included as an appendix to keep the meeting papers to a reasonable length. The correspondence report was noted,

**AGENDA ITEM 9.4 SACF Phone line**

There has been little activity on the SACF Telephone line since the last meeting. The SACF Telephone report was noted.

**AGENDA ITEM 10 Other Business**

**10.1 Noise Survey around Sydney Airport– Drs Hede & Bullen**

Following the rescheduling of SACF as a result of extended Parliamentary sittings, Drs Hede and Bullen were unable to attend on the new meeting date, and so this item has been postponed.

**AGENDA ITEM 11 Date of next Meeting**

It was agreed that the next meeting be held on 20 February 2015.



## **ATTENDANCE**

### **Members**

J.	Alexander	Chair
A.	Albanese	Member for Grayndler
S.	Annand	Representing the Board of Airline Representatives of Australia
G.	Bousamra	Representing the Member for Watson
J.	Bihary	Representing the Member for Bennelong
D.	Cobley-Finch	Representing the Member for Sydney
R.	Edney	Virgin Australia
N.	Harley	Representing the Member for Reid
K.	Hill	Community Representative for the South
N.	Moncrieff-Hill	Representing the Member for Kingsford-Smith
A.	Nelson	Representing the Member for Bradfield
M.	Patrinos	Community Representative for the West
J.	Patterson	Representing the City of Botany Council
J.	Pinczewski	Representing the Member for Wentworth
T.	Plummer	Representing the Sydney Airport Corporation Limited
L.	Sierakowski	Representing the Member for North Sydney
K.	Schreiber	Representing the Sutherland Shire
C.	Tebbutt	Member for Marrickville
K.	Welsh	Representing the Mayor of Leichhardt
C.	Woods	Representing the Mayor of Marrickville

### **Department of Infrastructure and Regional Development**

S.	Stone	General Manager, Aviation Environment
J.	Collis	Aircraft Operations Section, SACF Secretariat
T.	De Raadt	Airports, New South Wales Section



**Airservices Australia**

P.	Carroll	Air Traffic Control Line Manager
E.	Keenan	Manager Community Relations
W..	Lewis	Air Traffic Control Line Manager

**Sydney Airport Corporation Limited**

J.	Stewart	Sydney Airport Corporation Limited
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**Guests**

D.	Borella	BIKESydney
R.	Brent	Aircraft Noise Ombudsman
D.	Connell	NSW Department of Roads and Maritime Services
M.	Galderisi	NSW Department of Roads and Maritime Services
L.	Newnam	Bikes Botany Bay

**Observers**

L.	Cassidy	Sydney Business Chamber
J.	Clark	Federal Electorate of Banks
L.	Crommelin	University of New South Wales
A.	Goudy	Virgin Australia
G.	Grace	Erskineville
P.	Holt	Beesmaw Pty Ltd
G.	King	Rockdale City Council
I.	Koernicke	Sutherland Shire Council
E.	Sliogeris	Randwick City Council
P.	Thorne	No Aircraft Noise Party
F.	Van Ewijk	Qantas
J.	Wastnage	Tourism and Transport Forum
T.	Williams	Sydney