

DRAFT SUMMARY RECORD

SYDNEY AIRPORT COMMUNITY FORUM

Meeting 3/2016, 4 November 2016

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

The Chair welcomed members and guests. He noted apologies from:

- Ms Kris Kruden, representing the Member for Grayndler.
- Mr Jon Stewart, the new representative for the Member for Bradfield.
- Cr Michael Forshaw, the new representative for the Sutherland Shire Council.
- Mr Fausto Sut, Bayside Council (formerly Rockdale City Council)

The Chair noted the departure of his colleague and representative for Bennelong, Mr Josh Bihary after six years' service and thanked him for his valuable assistance. Mr John Clarke is the new nominee for the Member for Bennelong and Mr Jonathon Ward will be taking up a role as the Chair's Assistant.

The Department is moving the Secretariat role to Airports Branch, reflecting that primary responsibility for federally leased airports is undertaken by Airports Branch. The Chair thanked Mr John Collis for his support, and for his professionalism and good humour in carrying out the Secretariat role for the last six years.

The Departmental representative on SACF, Ms Shona Rosengren will be taking up a posting overseas. The Chair thanked Shona for her participation for the past 16 months and wished her well in her new role overseas. Mr Adam Sutherland was welcomed as the Department's representative on SACF.

The Aircraft Noise Ombudsman, Mr Ron Brent is at the end of his term of office and will not be applying for another term. The Chair thanked Mr Brent for his valuable contribution to the Forum and his efforts to improve the understanding of aircraft noise and its management.

Mr Kevin Schreiber has been nominated by the Blue Mountains City Council as an observer to SACF, following an invitation from the Chair.

The Chair noted that Mr John Woods, a regular attendee for many years, was recently diagnosed with a serious medical condition. The Chair wished him well and expressed his hope for the best outcome possible. A large card was circulated for members to sign.

A draft agenda was circulated on 17 October 2016. No additional items were suggested. Mr Clarke nominated the issue of media reports about changes to the movement cap for discussion under other business.

AGENDA ITEM 2 Confirmation of Draft Summary Record of Meeting 2/2016

The draft Summary Record was circulated on 8 September 2016.

Mr John Patterson advised that his attendance was not recorded. Mr Bob Hayes' attendance was also unrecorded. Mr Hayes suggested some formatting changes to the list of LTOP Performance Metrics at Agenda Item 6 as some of the dot points were meant to be headings. It was agreed that the Summary Record be confirmed, with these changes.

2.2 Action Items arising from previous meetings

All actions from the previous meeting have been completed or are on the Agenda for discussion.

AGENDA ITEM 3 Community Question Time

It was agreed that two detailed questions from an Inner West Resident would be taken on notice by Airservices Australia, and answers to these questions will be tabled at the next meeting.

Mr Trevor Neal of Emu Plains submitted the following question on 2 November 2016.

*“While acknowledging the need for a legislative change, could the curfew at Kingsford Smith Airport be significantly changed to provide KSA operations, without restriction on **aircraft types or numbers of movements** (that exist under the current curfew), provided that operations during the hours of 11 pm and 6am, required all aircraft to use flight paths over Botany Bay and the Pacific Ocean? If this is deemed inappropriate, could SACF members explain what technical, safety or other impediments would prevent this change from being implemented?”*

Mr Kevin Hill noted that such a move would place an additional burden on the residents of Kurnell who are already subjected to the greatest aircraft noise burden of any Sydney residents.

Action 01/03 The Department will provide a detailed answer to Mr Neal.

Mr Peter Dollin of Blaxland submitted the following question on 2 November 2016:

A key foundation principle of the KSA airport LTOP is the notion of noise sharing. The site for the proposed WSA airport is located within the Sydney basin, as KSA airport is, and the proposed operation of it will be curfew free which introduces non-exceptional overnight flight operations of a second major airport into the Sydney basin. The proposed WSA airport is planned to reach 82 million passengers annually by the year 2063 according to the Federal Government's EIS, roughly twice that of KSA airport today. Does SACF have a view on whether it is practically possible to operate such a scale of the proposed WSA airport, at

its proposed location, without its airspace design impeding the operation of KSA airport's LTOP particularly as it relates to its current noise sharing principle?

It was agreed that Mr Garth Taylor would address this question in his update on Western Sydney Airport.

AGENDA ITEM 4 Aircraft Noise Research Review

Mr Ron Brent, the Aircraft Noise Ombudsman (ANO) gave a presentation on international aircraft noise research, noting that several large studies on aircraft noise annoyance were due to report within six months. He reported on new research on the Schultz curve which depicts the relationship between annoyance and a composite noise metric (DNL – Day Night Level), which demonstrates a poor level of correlation, with only 17% of the annoyance explained by the noise metric. Mr Brent noted that finding a composite noise measure that can explain a greater proportion of the variability in noise annoyance is vital if we are to conduct meaningful noise annoyance research. He put the view that it would be wise to await the outcome of major aircraft noise studies in the US and Europe before undertaking similar research in Australia.

This issue arose following an approach to the Minister in March 2016 seeking support to undertake a review of the 1982 Aircraft Noise Study. The Minister put the view that it would be prudent to defer any review of that study until the findings of the international studies on aircraft noise are known, and the impact for Australia of their results considered.

Mr Clarke put the view that the ANEF is based on noise annoyance research undertaken over 40 years ago and is no longer relevant. Mr Hayes supported that view and noted that unless new research was undertaken soon, the Western Sydney Airport would be built using an outdated noise metric, and suggested that a timeframe be set for the commencement of that research. Mr Taylor pointed out that the Western Sydney Airport would use a range of noise metrics including N60s, N70s and other metrics. Mr Brent put the view that tools such as the NASF Guidelines are current and should be used to guide off airport development, and undertaking new research without the benefit of the findings of international research there is no guarantee that the results would tell us any more than we already know.

The Department later confirmed that funding for a noise research review is not currently available.

Action 02/03 It was agreed to circulate links to reports on the progress of the US Noise Annoyance Study.

Action 03/03 The ANO or his successor to report to SACF on the outcome of international aircraft noise research, and its significance for Australian research, in the second meeting in 2017, in order to progress consideration of the need for an updated dose-response survey to provide a current basis for the ANEF.

AGENDA ITEM 5 Western Sydney Airport Update

Mr Garth Taylor, General Manager, Communication, Environment and Legal of the Department's Western Sydney Unit, reported that the Final Environmental Impact Statement (EIS) for Western Sydney Airport was released on 15 September 2016 and the Airport Plan is now being considered by the Minister for the Environment and Energy, who may include conditions to protect the environment. The Commonwealth continues to engage with Sydney Airport on the Right of First Refusal.

He outlined the stages in developing the airport, with the Stage 1 single runway development expected to open in the mid-2020s and grow to 10 million passengers a year within 5 years. In terms of residential development, the Western Sydney Airport has large buffer zones: around the world, greenfield airports have typically struggled where they are close to residential areas. The end of Runway 05 is 10km from a residential area, and the buffer zone for Runway 23 is 10.5km.

Airspace and flight path design is a Commonwealth responsibility. The Department will gladly include SACF in consultation in the lead up to the development of the preliminary airspace design, and its evaluation, including through further briefings to the Forum. In relation to Mr Dollin's Community Question it was noted that indicative flight path designs show that the proposed Western Sydney Airport could operate safely and efficiently without impact on LTOP. The need to avoid impacting existing airspace arrangements, as much as is safe and feasible, will be specified in the design specifications for the airspace design, and Mr Taylor committed to bring back the design brief to SACF, when settled, likely in late 2017. Airservices has indicated that some airspace redesign will be necessary by around 2050.

The Department has published a Noise Modelling Tool which will allow users to display noise contours for a range of noise metrics across different runway modes and stages of development of the airport. Members are encouraged to try out this tool at:

<http://westernsydneyairport.gov.au/resources/deis/noise-tool/>

AGENDA ITEM 6 Sydney Airport Report

Mr Plummer reported on a number of roadwork projects to improve ground transport access for motorists and buses, and a shared pedestrian-cycleway to improve access for cyclists and pedestrians. He noted four short periods when Runway 25 will be available for departures only due to roadworks being carried out around the Airport. Sydney Airport will use one of these periods to carry out essential runway maintenance.

Improvements to T1 are expected to be completed by the end on 2016. The airport has launched an electric bus to service airport shuttle routes, as part of a \$5 million project to purchase six electric buses, reducing carbon emissions by 160 tonnes per year and improving local air quality. The Airport also funds an environmental school program where students learn about the environment, recycling initiatives and reducing carbon emissions.

AGENDA ITEM 7 Airservices Australia Report

During the third quarter 166 complainants raised issues, which is almost half the number in quarter two (303) and significantly less than quarter one (439). Due to strong northerly and southerly winds during this quarter there were 67 days where little or no noise sharing was possible.

When noise sharing did occur it was frequently limited to the periods 6.00 am to 7.00 am and after 8.00 pm. A significant proportion of concerns were about use of Runway 34 Left and Right. This reflects the fact that Mode 9 was used most frequently in the quarter, including on 50 days for more than nine hours.

Noise monitoring will be installed at a site in Wentworth Falls adjacent to Katoomba by the beginning of December and continue for three months until the end of February.

Noise sharing runway modes were used for 22 per cent of non-curfew hours in July, compared with 15.9 per cent in August and 16.5 per cent in September. Further detailed information on aircraft movements, mode utilization and LTOP targets is available in the quarter three online report is available at: <http://aircraftnoiseinfo.bksv.com/sydney>

AGENDA ITEM 8 Implementation and Monitoring Committee (IMC) Report

Mr Hill reported on Airservices 'Accelerate Program' to reduce bureaucracy, better manage property and make better use of technology. Airservices is continuing to develop the online reporting system for aircraft noise and flight path movements. When this system is operational, Airservices will extend the site to include a suite of LTOP performance metrics which will provide a more in-depth view of LTOP performance than is possible using only the runway-end targets.

AGENDA ITEM 9 Department of Infrastructure and Regional Development Reports

Agenda Item 9.1 Low noise heavy freight curfew regulation amendments

A consultation paper outlining proposed amendments to the Sydney Airport Curfew Regulations 1995 to allow an additional operator to operate low noise heavy freight aircraft

during the curfew was circulated to SACF Members on 29 August 2016, seeking comments for consideration prior to finalising amendments to the regulations.

Comments were received from Mr Bob Hayes, Community Member for the North and Mr Richard Pearson, Administrator of the Inner West Council, both supportive of the amendments on the basis that they do not diminish existing protections in the *Sydney Airport Curfew Act 1995* which limit the total movements per week to 74 and require aircraft to take-off and land over Botany Bay.

Ms Jo Haylen MP, Member for Summer Hill requested information on the average number of flights and the subsequent aircraft noise as a result of the change. The current average number of curfew freight movements is 33 per week and the amendments will allow 16 additional scheduled movements, which would bring the average to 49 movements. There is no noise impact on residents to the north of the airport as all curfew operations must be over Botany Bay. The amendments were considered by Executive Council on 27 October 2016 and came into effect on 29 October 2016.

Agenda Item 9.2 Outcomes of Departmental review of curfew administration in Australia

The Departmental Review of Curfew Administration Arrangements in Australia was undertaken to assess the effectiveness, appropriateness and efficiency of curfew administration arrangements, and to identify options to enhance current arrangements, within the framework of existing legislation and regulation.

The Review was conducted between November 2015 and May 2016, and a summary report of the review was circulated to SACF members on 12 October 2016. The Department is currently in the process of implementing the recommendations with a phased approach to complete all required work by June 2017. The Department will continue to engage with industry and community stakeholders and will provide regular updates on the implementation to industry, CACGs and SACF.

Agenda Item 9.3 Curfew Dispensation Report

Since the last SACF meeting two Curfew Dispensation Reports have been tabled in Parliament. On 13 September a report was tabled for Curfew Dispensations between 4 May and 7 September 2016. In this period 13 dispensations were granted and 6 were refused for aircraft at Sydney Airport. Two dispensations were granted for changed operations associated with runway works at Sydney Airport.

On 17 October 2016 a report was tabled for curfew dispensations between 8 September 2016 and 11 October 2016. In this period 14 dispensations were granted and two were refused.

Agenda Item 9.4 Business Jet Curfew Movements

The Department has continued to monitor Between 1 July and 20 September 2016 there were 40 movements by business jets during the curfew. This is similar to the number of movements (43) during the same period in 2015. During the quarter there were 22 medical or emergency movements, and two movements by two new aircraft types able to operate during the curfew since the review in 2014.

9.5 SACF correspondence

The Correspondence report was noted.

9.6 SACF Telephone Line

The SACF Telephone report was noted.

AGENDA ITEM 11 Other Business

Mr Clarke raised the issue of media speculation about increasing the Movement Cap, and allowing more slots for regional airlines. Mr Sutherland provided a brief overview of the current slot management settings at Sydney Airport and noted that increasing the Movement Cap would require legislative change. There are additional slots available for Regional Airlines but only during non-peak times. The small aircraft used by Regional Airlines disrupt traffic flow as they are slow and require greater separation to avoid wake turbulence from large jets.

Action 04/03 It was agreed that SACF would be consulted on any proposed change to the Slot Management arrangements for Regional Airlines.

AGENDA ITEM 12 Date of Next Meeting

It was agreed to set a tentative date for the next meeting as 17 February 2017. The 2017 Parliamentary Sitting Calendar has since been released and that date falls in a week when Parliament is sitting. Consequently the recommended date for the next meeting is 24 February 2017.

ATTENDANCE

Members

J.	Alexander	Chair
B.	Abrams	Representing the Board of Airline Representatives of Australia
J.	Adams	Representing the Member for Cook
J.	Clarke	Representing the Member for Bennelong
A.	Collins	Representing the Member for Wentworth
R.	Edney	Virgin Australia
R.	Freelander	Representing the member for Barton
B.	Hayes	Community Representative for the North
K.	Hill	Community Representative for the South
M.	Howard	Representing the member for Summer Hill
I.	Koernicke	Representing the Sutherland Shire
N.	Moncreiff-Hill	Representing the Member for Kingsford Smith
M.	Patrinos	Community Representative for the West
J.	Patterson	Representing the Bayside Council
T.	Plummer	Representing the Sydney Airport Corporation Limited
L.	Sierakowski	Representing the Member for North Sydney

Department of Infrastructure and Regional Development

S.	Rosengren	General Manager, Aviation Environment
G.	Taylor	General Manager, Communication, Environment and Legal
A.	Sutherland	Director, Airports, New South Wales
J.	Collis	Aircraft Operations Section, SACF Secretariat
T.	De Raadt	Assistant Director, Airports, New South Wales

Airservices Australia

R.	Chambers	Sydney Operations Manager
R.	Jost	Noise Complaints and Information Service

Aircraft Noise Ombudsman

R.	Brent	Aircraft Noise Ombudsman
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Observers

K.	Allcott	Sydney Airport Corporation Limited
P.	Dollin	Blue Mountains Resident
P.	Holt	Besmaw Pty Ltd
T.	Neal	Emu Plains Resident
R.	Schuck	Sydney Airport Corporation Limited
K.	Schreiber	Blue Mountains City Council
D.	Stani	Overnight Aircraft Operators Association
P.	Thorne	No Aircraft Noise Party
F.	Van Ewijk	Qantas
T.	Williams	Eastern Suburbs Resident