

# SUMMARY RECORD

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## SYDNEY AIRPORT COMMUNITY FORUM

Meeting 2/2016, 12 August 2016

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

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

- Ms Linda Burney MP, the Member for Barton is expected to be confirmed shortly by the Minister for Infrastructure and Transport, the Hon Darren Chester MP.
- John Clarke, representing the Member for Bradfield.

The Chair welcomed Roger Chambers, Airservices Australia's (Airservices) Sydney Operations Manager and noted Elissa Keenan, who represented Airservices at SACF over the past few years has a new role working on Airservices organizational transformation program.

Paul Carroll, Airservices Air Traffic Control Line Manager for Sydney attended his last SACF meeting after representing Airservices for 15 years. Cr Kevin Schreiber, attended on behalf of the Sutherland Shire Council for his last meeting after representing the Sutherland Shire for 19 years. The Chair thanked both Mr Carroll and Cr Schreiber for their many years of service.

As a result of council amalgamations, the new Inner West Council replaces the Leichhardt, Ashfield and Marrickville Councils. We have been advised that Simon Lowe will be the contact for SACF meeting agendas and records but the Inner West Council will not be represented on SACF until council elections are held on 9 September 2017.

Cr Schreiber raised the issue of whether a representative from the Blue Mountains City Council (BMCC) could be included on SACF. It was noted that the BMCC has written to the Minister requesting membership of SACF. Given the Terms of Reference for SACF only consider Kingsford Smith Airport, and the membership is determined by the Minister in consultation with the Chair, it was proposed that the BMCC be invited to send an observer to SACF meetings. It was noted that the BMCC could raise any issues of concern through Community Question Time.

**Action 01/02 The Chair to recommend to the Minister that a representative of the Blue Mountains City Council be invited to be an observer at SACF.**

## Adoption of Agenda

A draft agenda was circulated on 5 August 2016. The Agenda was adopted without change.

## AGENDA ITEM 2 Confirmation of Draft Summary Record of Meeting 1/2016

### 2.1 *Incorporation of suggested changes*

No changes were suggested and the Summary record was confirmed.

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

The Minister has approved the appointment of Mr Bob Hayes as the Community representative for the North and Mr Hayes has accepted.

The Chair wrote to the Minister on 16 March 2016 seeking support to undertake further scoping of a potential update of the 1982 aircraft noise study. The Minister replied on 27 April 2016, noting that that considerable international research is being undertaken into the effects of aircraft noise, and that international aviation administrations are considering this research, and its potential on aircraft noise policy. The Minister suggested that it would be prudent to defer a decision until the findings of a number of major international studies on aircraft noise are known, and their potential impact on policy considered.

**Action 02/02 The Department to work with the Aircraft Noise Ombudsman to present an overview of international research in aircraft noise annoyance and community impact to the next meeting.**

## AGENDA ITEM 3 Community Question Time – Members of the Community

Ms Helen McFadden of Glenbrook submitted the following question:

Question: If Sydney Airport is currently *not* operating at full capacity, how can we justify an expense, in the vicinity of \$12 billion, for another airport at Badgerys Creek? Given that Melbourne's second airport at Avalon is subsidised for use by Jetstar, would not the airport at Badgerys Creek follow the same path?

The Chair noted this answer to this question was provided in the meeting papers.

Mr Plummer noted that Avalon Airport is an airport for Geelong, and services a few hundred thousand people. In contrast Western Sydney Airport would service a population of two million from commencement of operations in 2025, with the population growing to three million in 2045. They are vastly different airports and cannot be compared.

Mr Trevor Neal from Emu Plains submitted the following Question:

**Question:**

*“During the curfew period at KSA, any jet movements are required to do so over Botany Bay. This is obviously a measure to avert noise disturbance for people living under the KSA flight paths. So, what is it about the rights and privileges of people in Northern, Southern and Eastern Sydney, that entitles them to night time flight path protection that cannot equally apply to Western Sydney residents from the Badgerys Creek flight path noise at night?”*

The Terms of Reference for the Sydney Airport Community Forum relate to Sydney (Kingsford Smith) Airport, and the Long Term Operating Plan for Sydney Airport. The issues raised in this question are considered in the Western Sydney Airport Draft Environmental Impact Statement (EIS) which was released for public exhibition on Monday 19 October 2015 along with the draft Airport Plan. SACF prepared a submission for the Western Sydney Airport EIS along with the other 5,000 submissions received. More information on the EIS can be found at: [www.westernsydneyairport.gov.au/resources/deis/index.aspx](http://www.westernsydneyairport.gov.au/resources/deis/index.aspx)

Ms Libby Blackburn from Wentworth Falls submitted the following Question:

**Question:**

*Further to Air Services Australia’s advice during the 19 February 2016 meeting that they would look into the possibility of the current flight path over the Blue Mountains being altered. Could ASA advise if any investigation has commenced?*

Mr Chambers presented the results of an investigation into this matter. It was noted that the flight path could not be moved north because it would conflict with military airspace around Richmond Air Force Base which requires appropriate separation. Mr Chambers noted that moving the waypoint path to the south would have an impact on the follow on sectors and the route structure designed for safe separation. The result of the assessment was any move of the way point would increase complexity and reduce safety. In addition, it would result in aircraft overflying new areas with higher population density closer in to the airport at lower altitudes, and create a net increase in noise for a larger number of people.

#### **AGENDA ITEM 4      Sydney Airport Report – Mr Plummer**

Mr Plummer reported on ground transport developments which are improving traffic flows and access to the airport. Increased free parking pick-up areas are being provided with an increased time limit. State Government works have enabled rail capacity to be increased from 10 to 16 trains per hour, and in the longer term to 20 trains per hour.

Only one bus route services the airport. A bus route from the south has been announced, but has yet to be established. The Airport is working with councils and the Greater Sydney Commission on planning issues that affect the airport, including protecting industrially-zoned land. Airspace protection is also a concern and Sydney Airport is working with the City of Sydney to ensure maximum building heights in the CBD do not conflict wherever possible with prescribed airspace and enable the airport to operate effectively.

Improvements to the T1 terminal will increase the roof height and provide an improved vista for passengers and closer seating to the gates.

#### **AGENDA ITEM 5      Airservices Australia Report – Mr Chambers**

Aircraft movements have remained close to their three-year average over the last quarter, averaging 27-28,000 movements per month, comprising around 20,000 jet aircraft, 7-8,000 propeller aircraft and 200 helicopter movements per month. In terms of the LTOP runway end targets, in April there was 32 per cent to the North, 51 per cent to the South, 14 per cent to the East and 1 per cent to the West. During May the figures for LTOP runway end targets were 24 per cent to the North, 51 per cent to the South, 20 per cent to the East and 2 per cent to the West. In June the figures for LTOP runway end targets were 25 per cent to the North, 50 per cent to the South 20 per cent to the East and 3.5 per cent to the West. The latter included some days when there were persistent westerly winds which required extended periods of cross runway operations for safety reasons. Cross runway modes were used during 13 per cent of non- curfew hours in April, 24 per cent in May and 27 per cent in June. There were 303 noise complaints during the April to June quarter, down from 439 during the first quarter. An updated reporting system has been introduced, Airservices will circulate links to the second quarterly report in the new format.

#### **AGENDA ITEM 6      Implementation and Monitoring Committee (IMC) Report Mr Hill**

The Implementation and Monitoring Committee has met three times since the last SACF meeting, on 5 April, 14 June and 2 August 2016. IMC considered an initial report into the Katoomba flight path, and requested further detail. Airservices is considering some portable noise monitoring, and using hand held noise monitors in the Katoomba area. The question of whether the Western Sydney Airport flight paths would impact on LTOP was raised. Ms Rosengren advised that the EIS states that there would be no impact on Sydney Airport during Stage 1 of Western Sydney Airport, which is single runway operations. There will be a full aeronautical study of the Sydney basin before Stage 1 opens to determine what the impacts of parallel runway operations in Stage 2 will be. The SACF submission into the Western Sydney EIS put forward the views of SACF on the need for airspace design to maintain the ability of LTOP to operate effectively.

The ANO outlined his commitment to ensure that aircraft noise is taken into account as soon as any design work starts. He noted that the draft EIS included preliminary conceptual material to demonstrate that the two airports could operate in parallel without intrusion on the airspace, but people have taken that to be a draft airspace design. IMC discussed Smart Tracking, or RNP-AR, in relation to what may be achievable to the south of the airport.

It was noted that the former Minister for Infrastructure and Transport, the Hon Anthony Albanese MP issued a direction that RNP would not be introduced in Sydney unless SACF is convinced that it would not lead to concentration of aircraft noise. Ms Rosengren advised that this was a policy direction, which has no legislative status, and such directions do not constrain a new government. However, the net benefit of any change would need to be demonstrated.

There is a new version of WebTrak in development which will include much more detailed information, and will extend out to Katoomba and up to 15,000 feet.

Mr Hayes reported on a suite of aircraft noise metrics being considered in IMC to better reflect the performance of LTOP beyond the runway end targets. These include:

*Minimising flights over populated areas:*

- percentage of time, and movements using noise sharing modes during non-curfew hours;

*Maximising flights over water:*

- number of hours using SODPROPS;
- percentage of movements using SODPROPS;
- number of days using SODPROPS during sensitive hours (first and last hour of the day);

*Residual noise sharing:*

- rotation of modes in accordance with weekday and weekend mode preferences;

*Avoidance of parallel runway operations:*

- total number of hours and percentage of movements using parallel runway operations (Modes 9 and 10);

*Avoiding concentration of flight paths:*

- Scatter plot and distribution from centre line at different points after departure
- Scatter plot and distribution from centre line at different points during approach

*Providing respite:*

- Total number of 34L departures maintaining runway heading;
- Average hours per day and % of respite by quadrant; and
- number of days without respite in a month by quadrant.

It was agreed to do a presentation on these measures at a future SACF meeting.

**Action 03/02 It was agreed to recirculate information regarding the Blue Mountains flight paths to the Forum.**



**AGENDA ITEM 7      Department of Infrastructure and Regional Development Reports –  
Ms Rosengren**

**7.1      *Curfew Dispensation Report***

Since the last SACF meeting, two Curfew Dispensation Reports have been tabled in Parliament, on 18 April and 9 May 2016. During the period covered by these reports, 9 February to 3 May 2016, eight curfew dispensations were approved, primarily related to engineering faults and four requests were denied. There was one dispensation approved for runway maintenance works.

**7.2      *Business Jet Curfew Movements***

A total of 64 movements by business jets have occurred at Sydney Airport during the curfew period since the last meeting, including 27 emergency operations. This is on par with the same period last year.

**7.3      *SACF correspondence***

The correspondence report was noted.

**7.4      *SACF phone line***

No telephone calls were received.

**7.5      *Other Departmental Business***

Ms Rosengren noted that as part of ongoing Department processes another round of targeted stakeholder awareness engagement will be conducted with all airports subject to curfew Sydney, Adelaide, Gold Coast and Essendon to keep airlines and other operators up-to-date with curfew requirements.

The Department has received a request from the Minister to investigate the Sydney Airport Curfew Regulations 1995 relating to low noise heavy freight operations. The existing provisions specify three freight operators, and this may be restricting competition in the overnight freight market. The total quota of 74 freight operations per week and the restriction on aircraft type will not be changed. The Department will prepare a draft proposal and circulate it to SACF seeking feedback, with the aim to develop a SACF position on this proposal.

**AGENDA ITEM 8      Other Business**

The draft SACF Information Pack was discussed. It was agreed that there needed to be a legend explaining the different runway codes. It was agreed to include an Airservices Fact Sheet on the LTOP runway end targets.

**AGENDA ITEM 9      Date of Next Meeting**

It was agreed to hold the next meeting on Friday 4 November 2016.

## **ATTENDANCE**

### **Members**

J.	Alexander	Chair
S.	Annand	Representing the Board of Airline Representatives of Australia
J.	Bihary	Representing the Member for Bennelong
A.	Collins	Representing the Member for Wentworth
D.	O'Connor	Representing the Member for Grayndler
R.	Edney	Virgin Australia
R.	Graver	Representing the Member for Sydney
B.	Hayes	Community Representative for the North
K.	Hill	Community Representative for the South
N.	Moncreiff-Hill	Representing the Member for Kingsford Smith
M.	Patrinos	Community Representative for the West
J.	Patterson	Representing the Botany Bay City Council
T.	Plummer	Representing the Sydney Airport Corporation Limited
K.	Schreiber	Representing the Sutherland Shire
L.	Sierakowski	Representing the Member for North Sydney
M.	Wilson	Representing the Member for Summer Hill
J.	Woods	Representing the Member for Cook

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

S.	Rosengren	General Manager, Aviation Environment
J.	Collis	Aircraft Operations Section, SACF Secretariat
A.	Sutherland	Director, Airports, New South Wales

### **Airservices Australia**

P.	Carroll	Air Traffic Control Line Manager
R.	Chambers	Sydney Operations Manager

### **Aircraft Noise Ombudsman**

R.	Brent	Aircraft Noise Ombudsman
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**Observers**

K.	Allcott	Sydney Airport Corporation Limited
S.	Annand	Board of Airline Representatives of Australia
L.	Blackburn	Blue Mountains Resident
J.	Dollin	Blue Mountains Resident
P.	Holt	Besmaw Pty Ltd
I.	Koernicke	Sutherland Shire Council
T.	Neal	Emu Plains Resident
R.	Schuck	Sydney Airport Corporation Limited
D.	Stani	Overnight Aircraft Operators Association
T.	Williams	Eastern Suburbs Resident
T.	Young	Blue Mountains Resident