

DRAFT SUMMARY RECORD

SYDNEY AIRPORT COMMUNITY FORUM

Meeting 1/2017, 24 February 2017

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

The Chair opened the meeting with a moment of silence for the victims of the Essendon Airport plane crash on Tuesday the 21st of February 2017.

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

- Mr Barry Abrams, Executive Director of the Board of Airline Representatives of Australia.
- Ms Di Ford, the representative for the Member for Barton.
- Cr Michael Forshaw, the representative for the Sutherland Shire Council.

Mr John Patterson is now the new representative for the Member for Heffron, Mr Ron Hoenig MP. Ms Alix Collins has left the Wentworth Electorate Office and the Chair welcomed Ms Kathryn McFarlane as the nominee for the member for Wentworth.

The Chair welcomed Ms Narelle Bell, the new Aircraft Noise Ombudsman (ANO) to the forum. Ms Bell introduced herself to the forum and looks forward to regularly attending the SACF meetings.

The Chair informed the Forum he has been appointed for an additional three year term as the Chair of SACF.

A draft agenda was circulated on 7 February 2017. An additional item was added to the agenda after circulation, as SACF received an invitation to provide a submission into the Inquiry on the Airport Amendment Bill 2016.

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

The draft Summary Record was circulated on 18 November 2016. It was noted that a small change was made to de-identify an Inner West Resident from the minutes.

2.2 *Action Items arising from previous meetings*

Mr John Patterson advised that Action 03/03 from the November meeting should be revised to add further information and purpose to the update from the ANO. The forum agreed to revise Action 03/03 to *"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"*

The ANO informed the forum that the Federal Aviation Authority (FAA) will have collected data from its noise research by mid-2017, however a report on the research is unlikely to be released until late in 2017. However the ANO agreed to update the forum with a summary of whatever progress had been undertaken with the FAA or any other international studies at the next meeting as part of Action 03/03.

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

AGENDA ITEM 3 Community Question Time

The Chair reiterated that Community Question Time at SACF relies heavily on the input of Airservices Australia (Airservices), if Airservices informs SACF that they have exhausted all avenues of answering a line of questioning, the forum will not continue to revisit the same line of questioning as the issue has already been addressed.

Mr Tony Adamski of Blaxland submitted the following question on 13 February 2017.

Have all the issues and concerns raised by SACF in its submission on the draft EIS for Western Sydney Airport been resolved, specifically relating to key findings of the Senate's Falling on Deaf Ears Report; ANEF inputs (INM v/s AEDT), ANEF deficiencies, currency and status of the 1982 NAL Acoustic Survey, and several other areas of concern in relation to WSA?

Mr Adam Sutherland, the representative of the Department of Infrastructure and Regional Development, provided an overview of the Department's response provided in the additional agenda paper.

Ms Ruth Jost, Noise Complaints and Information Service Manager answered a community question from a resident in the Blue Mountains; asking about why the flight path over the Blue Mountains cannot be changed. Ms Jost summarized that Airservices has comprehensively investigated this issue and found that moving the flight path would impact on safety and would not be operationally feasible due to various constraints including the existence of military airspace just north of the Blue Mountains, air traffic sector boundary requirements and route sector boundary requirements. There would also be noise impacts on communities closer to the airport which would be over 60db. Even if the flight path was safe and operationally feasible it would still not be a noise improvement on other parts of the community. For these reasons Airservices cannot move the flight path. Airservices concludes that this matter is closed. Any further studies would not change the outcomes of the flight path.

Airservices Australia provided detailed information in the agenda papers in response to community questions raised. Some of the details may not be reflected in the meeting minutes.

There was discussion around Question Three regarding the use of 767 aircraft on Runway 34R. It was decided that this question should be taken to Implementation Monitoring Committee (IMC) for more technical analysis.

Action Item 01/01 – Subject matter from Question Three to be taken to the next IMC Meeting.

It was acknowledged that Answer Four on the Agenda papers had incorrectly relisted the text for question four. It was agreed that the Secretariat would circulate the correct answer four in revised agenda papers.

Action 02/01 – Secretariat to circulate answer to Community Question Four.

In regards to Question Five, it was agreed to add further information on why LTOP specifically avoids a departure flight path north of the airport.

Action 03/01 - Answer to Community Question Five to include more information on flight path north of the airport

Mr Hayes read the following comment from a Mr Haywood, a community constituent:

At the recent AGM of Sydney Airport Corporation, Kerrie Mathers (CEO) requested a review of the daily movements cap for Sydney airport. She has called for the cap to be increased due to “quieter aircraft” and an increase in passenger numbers for Kingsford Smith (i.e to increase the profitability of Kingsford Smith). Recently anyone in favour of increasing the capacity at Sydney Airport are spreading the falsehood that aircraft have become quieter and therefore it’s ok to increase aircraft movements. Yes, the engines have improved noise to power ratios but unfortunately, for residents living under flight paths, the aircraft have become considerably larger (with increased passenger capacities) making the aircraft noisier overall.

My concern is the argument to review Sydney Airport’s daily movements cap is gaining momentum with regional MPs also requesting a review to increase aircraft movement to Kingsford Smith for aircraft from regional areas. The third runway was initially approved with the promise of an even distribution of aircraft noise across Sydney. Unfortunately the LTOP agreement was another false promise to Sydney residents that has never been delivered. The northern suburbs are bearing a reported burden of 34% (LTOP was meant to be 17%) of aircraft movements which is twice the original promise. However even this percentage is dramatically under reported as a large portion of easterly and southern runway approaches still impact Hornsby, Turramurra, Pymble as they track from the northern route out to sea before landing. Recently we have been having flights that use the 16R/34L flight path but continue south turn out to sea over the Royal National Park before utilising the south runway i.e QFA74 at 9.40am 23/1/17. This is recorded as a south runway approach but still impacted on the northern 16R/34L flight path but not added to our percentage of movements. We currently have flights directly overhead until 11pm at night with the resumption first thing at 6am and flights every couple of minutes. As a concerned Sydney resident that is already tortured by the current level of aircraft noise in Sydney let alone a potential increase. Please do not support a potential increase in movements. Instead please work tirelessly to find a more equitable distribution of the current movements so that residents under the already busy flight paths aren’t further disadvantaged.

Mr Haywood’s comments generated discussion around the movement cap and community representatives reaffirmed their opposition to any change in the hourly movement cap or curfew. Mr Plummer explained the rationale behind Ms Mather’s comments was to encourage a discussion. Mr Sutherland explained there are currently no plans to change the movement cap and that as discussed in action item 04/03

cap and that as discussed in action item 04/03 any changes would come to the forum for consultation.

AGENDA ITEM 4 Sydney Airport Report

Mr Plummer reported on the progress of a number of roadwork projects to improve ground transport access for motorists and buses. At T1 a new entry road from Qantas Drive and Marsh Street has recently opened, an elevated, shared pedestrian/cycle path is expected to be completed in May and further road works are expected to be completed by the end of 2017. A new landside operation centre has also opened to provide real time monitoring for airport traffic. Mr Plummer also noted that recent renovations to T1 had been completed allowing for a better passenger experience through the international terminal.

At Terminals 2/3, three new lanes have been opened for traffic entering the domestic precinct. The next project around the domestic terminals will be the widening of Qantas Drive.

Mr Plummer detailed Sydney Airport's recent efforts to reduce carbon emissions and including the awarding of Level Three Airport Carbon Accreditation. The Airport has also been assisting the local community through conservation and charity efforts.

Sydney Airport will be reviewing their stakeholder engagement strategy later this year. They are continuously looking at better ways to engage with the community and regard SACF as the pre-eminent forum for consultation regarding noise. Sydney Airport is looking at updating their website to provide better noise communication to the community.

AGENDA ITEM 5 Airservices Australia Report

Noise monitoring was installed at a site at Wentworth Falls from November to late February, to correlate noise events to aircraft movements. It was found at the noise monitoring site that background noise levels were at the same noise levels of the aircraft going overhead. Background noise was louder than aircraft movements on two thirds of all aircraft movements on the busiest day of flights over the noise monitoring unit.

Ms Jost demonstrated the noise reporting and new features and functionalities of WebTrak to SACF members. Mr Chambers updated SACF members on the Performance Based Navigation (PBN) mandate and explained how Automatic Dependent Surveillance-Broadcast (ADS-B) works. It was re-iterated that this mandate does not change the current radar based vectoring that directs aircraft onto the runways at Sydney Airport.

SACF members raised whether Required Navigation Performance (RNP) would be introduced into Sydney Airport. Airservices confirmed that the only RNP approaches to be proposed at Sydney Airport would be a flightpath between the heads at Botany Bay to avoid Kurnell. This flight path between the heads would need to be approved by CASA before its introduction. This flight path is expected to provide some noise exposure relief for Kurnell residents. Mr Hayes reiterated that SACF's and the Community Representatives' ongoing and unresolved concern with RNP is the potential for greater precision in flight tracks to translate into increased concentration of aircraft noise for the residents beneath them

Mr Chambers detailed changes in aircraft movements and noise complaints in the Sydney Basin. During 2016, Sydney Airport increased movements by 3% and helicopter movements by 15%. During the fourth quarter of 2016, 218 complainants raised issues, which is a slight rise from quarter two (166) 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. This reflects the fact that Mode 9 and Mode 10 were used most frequently during the busy summer months, including on 80 days for more than nine hours.

AGENDA ITEM 6 Implementation and Monitoring Committee (IMC) Report

Mr Hill reported on the IMC meeting held on 7 February 2017. Topics discussed at the IMC meeting included noise monitoring at the Blue Mountains and the performance based navigation mandate.

Airservices will be amending the standard instrument departures for departure flights during the curfew, currently departures fly over Cronulla and Bundeena, however detailed design, safety and environmental assessments will be undertaken to amend the flightpath to the left.

Sydney Gateway project will be undertaking works on the railway bridge just past the eastern end of east west runway, this will significantly reduce potential noise sharing modes within Sydney for three weeks as cranes will be infringing the airspace. Landing from the west will be restricted. Mr Plummer further detailed the exemption to the curfew that had been given to Sydney Airport by the Department of Infrastructure and Regional Development for works to be undertaken by Roads and Maritime Services. Sydney Airport will be using this opportunity to undertake runway maintenance on the cross runway.

Mr Hill asked SACF to note the IMC minutes are draft and there are further changes to be made.

Preliminary work on curved approaches through the Botany Bay heads is occurring, the approach is currently not up to ICAO/CASA standard and is restricted. Qantas is putting its own funds into trialing a route through the heads that would allow Airservices and Qantas to go to CASA with an exemption for the curved approach.

There was a correction from the August IMC meeting, WebTrak measures up to 50 kilometres away but has extended data widgets that can measure out to 80 kilometres. This has been corrected in the IMC minutes.

The next meeting of IMC is on 28 March 2017.

AGENDA ITEM 7 Department of Infrastructure and Regional Development Reports

Agenda Item 7.1 Curfew Dispensation Report

Since the last SACF meeting two Curfew Dispensation Reports have been tabled in

Parliament. On 21 November 2016 a report was tabled for Curfew Dispensations between 12 October and 14 November 2016. In this period seven dispensations were granted and none were refused for aircraft at Sydney Airport. One dispensation was granted for changed operations associated with runway works at Sydney Airport.

On 7 February 2017 a report was tabled for curfew dispensations between 15 November 2016 and 2 February 2017. In this period four dispensations were granted and one was refused.

Agenda Item 7.2 Business Jet Curfew Movements

The Department has continued to monitor business jet movements after curfew. Between 1 October and 31 December 2016 there were 18 movements by business jets during the curfew. During the quarter there were 41 medical or emergency movements, and five movements by two new aircraft types able to operate during the curfew since the review in 2014.

7.3 SACF correspondence

The Correspondence report was noted.

7.4 SACF Telephone Line

The SACF Telephone report was noted.

7.5 Airports Amendment Bill 2016

Mr Sutherland outlined the changes proposed in the Airports Amendment Bill 2016. There was discussion around the Bill and the impact of proposed changes. Members were supportive of most proposed changes in the Bill. The main concern SACF members had with the Bill was the deemed approval of a reduced consultation period after 15 business days and the rise in the monetary trigger for an Major Development Plan from \$20 million to \$35 million

It was decided that SACF, through the Chair's assistant Mr Jonathon Ward would provide a submission to the Inquiry highlighting SACF's main concerns with the Bill. Members were asked to provide Mr Ward with any input in a short timeframe as submissions were due on 6 March 2017.

Action 04/01 - Members to provide input for a SACF submission to the Inquiry on the Airports Amendment Bill 2016.

AGENDA ITEM 8 Other Business

No Other Business was raised.

AGENDA ITEM 9 Date of Next Meeting

It was agreed that the next date for the meeting would be 19 May 2017.

ATTENDANCE

Members

J.	Alexander	Chair
J.	Adams	Representing the Member for Cook
S.	Annand	Representing the Board of Airline Representatives of Australia
J.	Clarke	Representing the Member for Bennelong
R.	Edney	Virgin Australia
B.	Hayes	Community Representative for the North
K.	Hill	Community Representative for the South
M.	Howard	Representing the Member for Summer Hill
K.	McFarlane	Representing the Member for Wentworth
N.	Moncreiff-Hill	Representing the Member for Kingsford Smith
M.	Patrinis	Community Representative for the West
J.	Patterson	Representing the Member for Heffron
S.	Patterson	Representing the Member for Grayndler
T.	Plummer	Representing the Sydney Airport Corporation Limited
L.	Sierakowski	Representing the Member for North Sydney
M.	Simone	Representing the Sutherland Shire
J.	Ward	Assistant to the Chair

Department of Infrastructure and Regional Development

A.	Sutherland	Director, NSW Airports
J.	McKinnon	SACF Secretariat, NSW Airports
T.	De Raadt	Assistant Director, NSW Airports

Airservices Australia

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

Aircraft Noise Ombudsman



Sydney Airport Community Forum

N.	Bell	Aircraft Noise Ombudsman
T.	Abberton	Deputy Aircraft Noise Ombudsman

Observers

T.	Adamski	Blue Mountains Resident
K.	Allcott	Sydney Airport Corporation Limited
A.	Hamzavian	Avlaw
P.	Holt	Besmaw Pty Ltd
T.	Neal	Emu Plains Resident
R.	Schuck	Sydney Airport Corporation Limited
W.	Southcott	No Aircraft Noise Party
P.	Thorne	No Aircraft Noise Party
E.	Wolf	Randwick City Council
T.	Williams	Eastern Suburbs Resident