

# DRAFT SUMMARY RECORD

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## SYDNEY AIRPORT COMMUNITY FORUM

Meeting 3/2017, 1 September 2017

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

The Chair welcomed members and guests. The Chair made special welcome to Ms Christine Hawkins, the representative for the Member of Sydney and Mr Zach Solomon, representative for the Member for Summer Hill whom were at their first meeting.

The Chair noted apologies from Mr Barry Abrams, Executive Director of BARA, Mr Abrams asked Ms Sharon Annand to be his proxy for the meeting. The Chair also noted apologies from Mr Jon Stewart, the representative for the member for Bradfield and from Mr Adam Sutherland, the representative from the Department of Infrastructure and Regional Development. Ms Chiara McNabb provided the Departmental reports in his place.

The Chair confirmed discussion on an Required Navigation Performance (RNP) letter to the Minister would be postponed until the next meeting at the request of several members of the Forum. The Chair also indicated an agenda item was added regarding the letter the Chair received from Professor Andrew Hede on international noise studies.

### **AGENDA ITEM 2      Confirmation of Draft Summary Record of Meeting 2/2017**

The draft agenda was circulated on 15 March 2017. Mr Hayes provided some proposed suggestions that have been incorporated. The copy of the draft summary record with an updated list of attendees will be circulated.

#### **Action Item 1/03 – Secretariat to circulate summary record of Meeting 2/2017 with updated list of attendees.**

No further changes were suggested.

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

All actions from the previous meeting were completed or were on the agenda for discussion.

**AGENDA ITEM 3      Community Question Time**

A constituent of Bennelong raised concerns regarding aircraft noise early in the morning and whether changes had been made to flight paths. Ms Jost from Airservices illustrated which flightpaths may have caused the disturbance to the resident and explained the flightpaths have not changed over Denistone since the 1990's.

A Blue Mountains resident had provided questions on a range of issues and wished to address the Forum. As the resident was unable to make the meeting it was decided to postpone addressing those questions until the next meeting.

**AGENDA ITEM 4      Presentation on modern capabilities of Required Navigational Performance (RNP)**

Mr Chambers illustrated a number of examples of RNP internationally and domestically, where the use of the technology provided better noise outcomes for residents underlying flight paths.

The Forum discussed the current ability of RNP to spread noise and the potential for smart tracks to follow greenbelts and industrial areas on approach to Sydney Airport. The Forum also discussed the reduced ability to spread noise due to increasing residential densities across Sydney.

It was acknowledged RNP technology is not yet at a stage where it could spread aircraft over multiple paths like the current radar vectoring of flights over Sydney.

It was agreed to continue the conversation around RNP to the next meeting in November 2017.

**Action Item 02/03 – Sydney Airport to check whether correspondence between the CEO and a Bradfield constituent could be circulated to SACF members.**

**Action Item 03/03 – SACF Secretariat to extend an invitation to the Bradfield constituent to come to the next SACF to discuss the RNP letter which was sent to the Member for Bradfield and Sydney Airport**

**AGENDA ITEM 5 Letter from Professor Andrew Hede**

The Forum acknowledged the thoroughness of the response from Professor Hede. It was proposed the Department fund Professor Hede for some the work undertaken. The Chair raised whether it an option to jointly fund a noise study with the other airport community groups.

Ms McNabb, the Departmental representative, reiterated the Government position of not making any decisions on the appropriateness of an Australian study until studies had been completed and analysed in other relevant jurisdictions. Ms McNabb also reiterated there is currently no Government funding available for noise studies at this time.

The Chair indicated international studies could be used as the bulk of data for a study with an overlay of Australian data. Mr Clark advocated for SACF to write to Professor Hede asking for a proposal of the work to be undertaken and to write to the Minister asking for funding of the proposal. The Forum agreed to this approach.

**Action Item 04/03 – SACF write to Mr Hede seeking a proposal about the price and scope of work he is proposing to undertake.**

**Action Item 05/03 – SACF to write to the Minister asking whether funding could be made available to Mr Hede to undertake the work proposed in his letter.**

The forum also had discussion on the limitations of the ANEF as a noise metric.

**AGENDA ITEM 6 Sydney Airport Report**

Mr Plummer reported on a number of roadwork projects to improve ground transport access for motorists, cyclists and pedestrians. The taxi holding zone will be increased by 20%, increasing capacity for the most popular mode of transport to the Airport.

Mr Plummer outlined Roads and Maritime Services (RMS) works occurring around the airport and the associated impacts on aviation operations. Cranes required to the east of the Airport will disrupt the use of the east west runway, with only departures to the west allowed.

Sydney Airport's partnership with the Museum of Contemporary Art, the opening of a new Mantra hotel at the Airport and the opening of a new plane spotting mound were also detailed. Mr Plummer also discussed Sydney Airport's position on local district plans.

The Forum had a wider discussion on planning measures regarding noise and how the Commonwealth assesses incursions into the Obstacle Limitation Surface (OLS).

## **AGENDA ITEM 7      Airservices Australia Report**

During the second quarter of 2017 251 complainants raised noise issues, which is a decrease of 26% from quarter 1 in 2017 (218). This decrease was believed to be due to the high level of noise sharing that was achieved in quarter 2.

In April 2017 noise sharing modes (cross runway and SODROPS modes) were used 13% of the time which increased to 18% in May 2017 and up to 22% in June/July 2017. This compares favourably to quarter 1 where noise sharing modes could only be used 4-7.5 % of the time. The weather has been more stable in quarter 2 than earlier in 2017.

Complainants were generally related to parallel runway operations. There was an average of 886 movements per day and 27,000 movements per month. The use of Precision Runway Monitoring (PRM) was limited in quarter 2, it was used for a total of 10 hours.

Mr Chambers detailed four changes proposed to procedures for Sydney.

### Curfew Flight Path Noise Improvement

The curfew Standard Instrument Department (SID) for Runway 16R is being replaced by the daytime SID, this will keep aircraft further away from Cronulla and Bundeena. This change will commence from 9 November 2017 and will lead to improved noise outcomes for Cronulla and Bundeena residents during the curfew hours.

### Northern PRM approach standardization

Airservices provided an overview of the standardization of the northern Precision Runway Monitor (PRM) approach from the north. The current approach vectors planes over the national park to the north of Sydney. The approach from 9 November 2017 will reduce complexity for pilots by removing the vectoring over a small part of the national park. This standardization does not affect the Instrument Landing System (ILS) approach path over Sydney. On average PRM is used for 20-50 days per year at Sydney airport.

### Parallel Runway ILS Approaches

There are some changes to the starting point of ILS approaches to the south of the airport over the water. These changes do not affect the flight path or the height of aircraft flying over Kurnell on approach to the Airport.

### Taxiway Alpha 5

Airservices is intending to introduce a contingency departure at the Alpha 5 taxiway point on Runway 34L, as the current procedures have occasionally blocked the runway if aircraft

cannot turn around at the threshold point. Whilst this would provide for a shorter amount of available runway for aircraft departures, modern aircraft have the capability to take off safely and achieve the same heights over the suburbs than if they had used the entire length of the runway. This request has been supported by the Implementation and Monitoring Committee.

## **AGENDA ITEM 8      Implementation and Monitoring Committee (IMC) Report**

Mr Clarke reported on the one IMC meeting held since the last SACF meeting of 19 May 2017.

It was noted the SID relocation off Bundeena and Cronulla, the use of the Alpha 5 taxiway point in emergencies and the RMS works had been discussed extensively at IMC.

IMC came to the conclusion mandatorily assigning 767 Freighters to land on Runway 34L would be too complex, rather the opportunity to land 767's on the 34L rather than Runway 34R when the traffic was light would be undertaken. This measure will provide some noise relief at Kurnell.

It was found the concept to implement an offset RNP path on departures from Runway 34 L is not feasible with current ICAO standards. This item will be revisited next year after the current standards have been updated.

Airservices demonstrated a dashboard of noise metrics to IMC. It was suggested that these metrics be expanded to include different noise metrics. SACF will be updated on progress of this dashboard.

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

### ***9.1      Curfew Dispensation Report***

Since the last SACF meeting three Curfew Dispensation Reports have been tabled in Parliament. In this period seventeen dispensations were granted and seven were refused for aircraft at Sydney Airport.

A blanket runway dispensation was granted to Sydney Airport to transfer permitted curfew traffic to the northern end of runway 16R/34L for 30 nights only, during the period 1 July 2017 to 31 December 2017.

### **9.2 Business Jet Curfew Movements**

The Department continues to monitor business jet movements after curfew. Between 1 April 2017 and 31 July 2017 there were 49 movements by business jets during the curfew. During the quarter there were 35 medical or emergency movements, and zero movements by two new aircraft types able to operate during the curfew since the review in 2014.

### **9.3 SACF correspondence**

The correspondence report was noted.

### **9.4 SACF Telephone Line**

The SACF telephone report was noted.

## **AGENDA ITEM 10 Other Business**

No other business raised.

## **AGENDA ITEM 11 Date of Next Meeting**

It was agreed that the next meeting would be held on 24 November 2017.

## **ATTENDANCE**

### **Members**

J.	Alexander	Chair
B.	Abrams	Representing the Board of Airline Representatives of Australia
J.	Clarke	Representing the Member for Bennelong
R.	Edney	Virgin Australia
M.	Forshaw	Representing the Sutherland Shire Council
B.	Hayes	Community Representative for the North
C.	Hawkins	Representing the Member for Sydney
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 Member for Heffron
T.	Plummer	Representing the Sydney Airport Corporation Limited
L.	Sierakowski	Representing the Member for North Sydney
Z.	Solomon	Representing the Member for Summer Hill
J.	Ward	Assistant to the Chair

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

C.	McNabb	Assistant Director, NSW Airports Section
J.	McKinnon	NSW Airports Section, SACF Secretariat

### **Airservices Australia**

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

### **Observers**

K.	Allcott	Sydney Airport Corporation Limited
G.	Holt	Epping Resident
I.	Koernicke	Sutherland Shire Council
T.	Neal	Emu Plains Resident