

SYDNEY AIRPORT COMMUNITY FORUM
Meeting 2/2018, 8 June 2018**AGENDA ITEM 1 Opening Remarks and Adoption of Agenda**

The Chair welcomed members and guests and acknowledged the traditional owners of the land. The Chair noted apologies from Ms Maria Patrinos, Mr Roger Chambers, the Hon Craig Laundry, the Member for Reid, and Ms Christine Hawkins, the representative for the Member for Sydney.

Mr Bob Hayes requested the inclusion of 'Sunsetting of Regulations' to the Agenda. The Chair advised Mr Adam Sutherland would discuss this at Agenda Item 9.4. Mr Tony Williams also requested an item be added to the Agenda regarding issues for Wentworth residents. It was agreed the issue could be discussed before Agenda Item 4.

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

The draft summary record was circulated on 8 May 2018. 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

The Chair noted the request from the Hon Anthony Albanese's Office for SACF to provide input to a reply letter to one on his constituents. The Chair proposed SACF respond to the elements in the letter relating to SACF, and also suggested Mr Albanese's Office contact Airservices directly concerning the Noise Complaints and Information Service (NCIS).

Ms Jost from Airservices provided background information to the constituent's concern about the hours the NCIS was staffed on 12 March 2018 and the noise sharing arrangements in place at Sydney Airport on 10-11 March 2018.

Action Item 1/02 – SACF Secretariat to respond to the elements in the letter relating to SACF and suggest Mr Albanese's Office contact Airservices directly concerning the NCIS.

AGENDA ITEM 3.2 Wentworth Residents' Concerns*Issue*

It was noted Wentworth residents have expressed concern about aircraft flying over the Darling Point, Rose Bay and Potts Point areas, rather than flying out between the heads of Sydney Harbour. The Member for Wentworth's representative stated the information provided to the Implementation and Monitoring Committee (IMC) by Airservices – 65 per

cent of aircraft are not on the Boree 7 Standard Terminal Arrival Route (STAR) 4-3-4 right arrivals – confirms these concerns.

There was discussion over the reason for the separation at Boree 7 between aircraft at the location to be less than 1,000 feet, and it was recommended Airservices undertake a gate analysis to identify why separation is compromised near 65 per cent.

It was also noted Boree 7 is used by two flight paths – East and West – and there are currently only issues in the East. It was also recommended Airservices analyse the West flight path to identify whether the issues in the East are being experienced there.

Airservices explained 65 per cent of aircraft were off the STAR and 35 per cent were on the STAR. 57 per cent of jets and around 80 per cent of non-jets were off the STAR. Airservices advised aircraft flying off the STAR was due to fleet mix and the difficulty of sequencing aircraft which are capable of different speeds (slower aircraft are taken off the STAR so they do not disrupt the flow of faster traffic). The alternative would be to slow down the arrival sequence, which would result in delays during peak periods.

Ms Jost also noted while the current arrangements are not ideal in terms of noise abatement, Airservices' primary role under its legislation is to ensure safety. If aircraft were directed off the STAR further off the coast it would reduce the vertical distance between arriving and departing aircraft at crossover points, however, it would create more difficulty in ensuring the vertical crossovers are safe. All of these things add to increased complexity and workload for Air Traffic Control (ATC) and pilots, and minimizing the complexity is imperative for safety.

Action Item 2/02 – The representative for the Member of Wentworth to provide written questions to Airservices.

AGENDA ITEM 4 Discussion on letter from Professor Hede

The Chair provided an update from the Aircraft Noise Ombudsman (ANO) regarding the Federal Aviation Agency's noise-dose survey. The survey will not be delivered in the first half of 2018 and is now expected to be ready in the second half of 2018.

The Chair also noted Professor Hede has provided SACF with two research studies on noise metrics and socioacoustics. Professor Hede provided the reports altruistically – SACF did not formally commission these reports. The Chair thanked several community members who provided feedback to Professor Hede on the reports.

Mr Sutherland noted Professor Hede does not have capacity to undertake the remaining three planned reports. Mr Sutherland also sought views from SACF members on possible ways forward.

It was noted Professor Hede's reports conclude the Australian Noise Exposure Forecast (ANEF) is still a viable metric when compared to countries which use similar metrics, however, a new socioacoustics study and review of the ANEF should be done now. It was also noted the results from the 1980 survey were outdated and they may be inappropriate for current land use planning.

Mr Sutherland noted the work of Australian Standards in 2015 which reviewed the ANEF system and its application in land use planning metrics. The review found the ANEF system is appropriate.

Mr Sutherland advised a new survey would take up to five years to complete. SACF members agreed the Chair would write to the Minister for Infrastructure and Transport seeking the Minister's views on undertaking a new survey.

Action Item 3/02 – SACF Chair write to Professor Hede and thank him for his work.

Action Item 4/02 – SACF Chair write to Minister to suggest seeking views on undertaking a new survey.

Action Item 5/02 – SACF Secretariat provide Professor Hede's reports to the ANO.

Action Item 6/02 – SACF Secretariat upload Professor Hede's reports to the SACF website.

Action Item 7/02 – SACF Secretariat consult with ANO representatives out-of-session on the possibility of undertaking a new survey.

AGENDA ITEM 5 Western Sydney Airport Update – Mr Taylor

Mr Taylor advised the Western Sydney Airport Corporation (WSA Co) is currently engaging with the public on the first of three main works packages. The three packages will be tendered separately to reduce risks to WSA Co and the Budget. WSA Co is planning to commence preparatory earthworks in September 2018.

A tender for package one (main earth and civil works) is expected to be released later this year. WSA Co expects to engage a constructor or a consortium to commence work on package one in mid-2019.

Mr Taylor informed SACF members there was a meeting of the Forum on Western Sydney Airport (FOWSA) in early June 2018. Around 270 people attended information sessions and about 40 people attended open general meetings. The airport curfew was the most discussed issue.

Mr Taylor provided information regarding plans for the WSA curfew, which may be useful for SACF. Curfew planning at WSA centers around three key considerations: preventing proximity; planning for the long term; and putting in place policy for those who are affected by noise. Mr Taylor advised both the Australian and New South Wales Governments have opted to use the 2063 'ultimate practical capacity' for the planning of the noise footprint of the airport. Both Governments have also agreed to limit residential development to an Australian Noise Exposure Concept (ANEC) 20 perimeter.

Mr Taylor advised WSA Co is nearing the end of the planning phase to determine flight paths. The next step will look at preliminary design, which entails consulting with airspace users and industry in the second half of 2018 to identify their needs. By 2021, preliminary designs will go to the Minister for the Environment and Energy, together with an

Environment Impact Statement (EIS), for approval. The community will be consulted along the way and during the EIS process.

An Aviation and Fuel Supply Corridor Options report was released earlier this year. The report estimates up to 40 trucks a day will be needed to supply aviation fuel to WSA. Understandably, there is community concern about the number of trucks and WSA Co is looking at alternative options such as constructing a fuel pipeline.

AGENDA ITEM 6 Sydney Airport Update – Mr Plummer

Mr Plummer provided an update of activities at Sydney Airport. The five year Grand Transport Plan, which forms part of the current Master Plan, is set to be completed ahead of schedule. A new flyover entry into terminal one international precinct will also be delivered in the coming weeks.

A recent survey shows the current rail mode share is 24 per cent, and is largely being driven by traffic congestion. Sydney Airport hopes to increase rail mode share in the longer term.

Sydney Airport is working with NSW Roads and Maritime Services on projects which are occurring near the airport, including the extension of Wentworth Avenue through to General Holmes Drive. The extension is currently adversely impacting on the operation of the East-West runway.

Sydney Airport's carbon reduction strategy has achieved a 27 per cent reduction in carbon intensity between 2010 and 2017, and a 5 per cent real reduction overall despite passenger numbers going up. Sydney Airport has set a new target of 50 per cent reduction in carbon intensity per passenger by 2025.

Mr Plummer advised Sydney Airport is currently preparing the preliminary draft Master Plan for public exhibition in mid-August, which will be open for public consultation for 60 business days.

The new Master Plan assumes international flights will operate out of the current domestic terminal, and there will be no changes to existing operating restrictions, the curfew, regional access, or the long-term operating plan. It also assumes there will be no changes to existing flight paths or existing airspace surfaces, and WSA will be operational in 2026.

Sydney Airport estimates there will be 65.6 million passengers transiting through the airport in 2039 (35.1 million international passengers and 34 million domestic or regional passengers). It is also estimated there will be 408,000 aircraft movements and one million tonnes of freight moving through the airport in 2039.

There will be a new ANEF in the Master Plan, and Sydney Airport is currently consulting with affected local councils who are wholly or completely in the ANEF 20 contour. If endorsed by Airservices, the ANEF 2039 will replace ANEF 2033.

Mr Plummer suggested a future meeting of SACF could be held at Sydney Airport. The meeting could also coincide with an airport inspection where elements of the Master Plan could be observed in person.

AGENDA ITEM 7 Aircservices Australia Report – Ms Jost

Ms Jost provided an update of the number of complaints, movements and percentage of time noise sharing arrangements were able to be implemented at Sydney Airport.

From January to May, complaints reached a peak in March, followed by a reduction in April, and a return to similar levels to the beginning of the year in May. Ms Jost noted most complaints received about Sydney Airport were about standard flight path movements.

The average daily movements were relatively low in January, followed by a peak in February and March, and then a reduction in April and May. Ms Jost noted when the number of movements peaked in February and March, so did the number of complaints.

Noise sharing was able to be implemented seven per cent of the time in January and February, 8 per cent in March, 11 per cent in April, and 19 per cent in May.

Ms Jost advised there were a number of unusual circumstances occurring at Sydney Airport which impacted on operations, including:

- Road works around the airport which required Runway 25 to be unavailable intermittently.
- The Vivid Festival resulted in Runway 25 being unusable between 6pm to 11pm until 16 June due to aircraft safety concerns.
- Runway 25 could be used for 23 hours over two days in May due to strong westerly winds.
- Bushfires in the Holsworthy area in April resulted in Runway 34 being the only usable runway for about 2 days in order to stay away from emergency operations.
- Police and defence operations in March, coinciding with the ASEAN meeting.
- Navigation aid calibrations.
- Weather diversions.

Ms Jost addressed specific questions regarding the number of movements over West Ryde, Ryde and East Ryde. In April, West Ryde had an average of four movements a day (maximum of 12 and a minimum of zero), Ryde had an average of nine movements per day (maximum of 25 and a minimum of zero), and East Ryde had an average of 138 movements per day (maximum of 282 and a minimum of 2).

AGENDA ITEM 8 Implementation and Monitoring Committee (IMC) Report – Mr Clarke/Mr Hill

A brief summary of items discussed at the 15 May 2018 meeting of IMC, included:

- Concerns the number of 777-200 aircraft using Runway 34R is increasing instead of decreasing. Aircservices advised there were 38 arrivals of 777-200 aircraft on the runway 34-Right in April 2018. 35 of these were from New Zealand Airlines and three from American Airlines. It was also noted Air New Zealand are in the process of phasing out their 777-200 fleet.

- There has been an increase in noise over Miranda, which has been the subject of considerable correspondence over the past 12 months. IMC proposed putting in place temporary noise monitoring in Miranda so it can be demonstrated to the complainant what is actually happening. It was decided IMC is probably best placed to request this.
- Airservices has provided IMC with a dashboard containing 10 metrics devised by IMC capturing the achievements of the Long Term Operating Plan in addition to straight percentages currently available. IMC will receive a final demonstration of the dashboard, before bringing it to SACF.
- Analysis of variable glide slope for arrivals at Heathrow and Germany found implementation of variable glide slope was not worthwhile.
- IMC has sought assurances from the Department changes to flight corridor legislation will not lead to any unintended consequences, including increased aircraft noise to be introduced into Sydney.

AGENDA ITEM 9 Department of Infrastructure, Regional Development and Cities Reports – Mr Sutherland

9.1 National Airports Safeguarding Advisory Group (NASAG) Update

Mr Sutherland advised NASAG has developed a number of guidelines for land use planning around airports. The guidelines include:

- aircraft noise and positioning of buildings around airports
- building generated wind shear
- wildlife risk
- turbine risk
- pilot distraction from lighting
- protected airspace
- protection of communications and navigation surveillance infrastructure

NASAG is currently working on three new guidelines, including helicopter landing site guidelines, an update of the wind shear guidelines, and public safety zone guidelines. Mr Sutherland advised the public safety zone guidelines are not about changing the risk or likelihood of an accident occurring, but managing the consequences.

9.2 Curfew Dispensation and Business Jet Curfew Report

Since the last SACF Meeting, two Curfew Dispensation reports have been tabled in Parliament. During this period 12 individual dispensations were granted and four were refused for aircraft at Sydney Airport.

The Department continues to monitor business jet movements through the curfew. Between February and April 2018 there were 29 movements by business jets during the curfew. There were also 230 movements declared as emergencies during the curfew.

9.3 SACF correspondence/phone line

Mr Sutherland advised the SACF Secretariat received correspondence in the last three months, including:

- a letter from Sharyn Owen regarding the public safety zone guidelines
- letters from Professor Hede (discussed at Agenda Item 4)
- a letter from Dr Jane Thomson, Committee Secretary, Rural and Regional Affairs and Transport Legislation and References Committees, inviting SACF to provide a submission to a Senate Legislation Inquiry currently underway on the *Air Services Amendment Bill 2018*

9.4 Sunsetting of Regulations

The SACF Secretariat provided SACF members with a one-page document outlining what is planned to happen to the *Air Navigation (Aerodrome Flight Paths Corridors) Regulations 1994*. Mr Sutherland advised questions can be referred to Mr Russell McArthur, Director, Aircraft Operations Section, Department of Infrastructure, Regional Development and Cities.

The SACF Secretariat will update SACF members on future sunsetting of regulations as information becomes available.

Action Item 8/02 – SACF Secretariat to circulate document containing the two-year list of regulations coming up for sunsetting with the minutes.

AGENDA ITEM 10 Other Business

A request was made for the Chair to write to the Minister for Infrastructure and Transport to request a review take place on Required Navigation Performance (RNP) at Sydney Airport.

It was advised RNP is a standing item on IMC agenda and a review should not be requested without further work being done by IMC.

There were a number of dissenting views from other SACF members stating a review was not appropriate at the moment and further investigation is warranted. The Chair recalled work done by SACF in the past on RNP at Sydney Airport. It was agreed this work be circulated to SACF members and would be placed on the Agenda for discussion at the next SACF meeting.

Action Item 9/02 – SACF Secretariat to circulate past SACF work on RNP at Sydney Airport.

AGENDA ITEM 11 Date of Next Meeting

It was agreed the next meeting would be held on 31 August 2018.



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
J.	Patterson	Representing the Member for Heffron
T.	Plummer	Representing the Sydney Airport Corporation Limited
Z.	Solomon	Representing the Member for Summer Hill
J.	Ward	Assistant to the Chair
S.	Patterson	Representing the Member for Grayndler
J.	Stewart	Representing the Member for Bradfield
T.	Williams	Representing the Member for Wentworth
J.	Adams	Representing the Member for Cook
K.	Welsh	Representing the Inner West Council

Department of Infrastructure, Regional Development and Cities

A.	Sutherland	Director, South West, ACT and NSW Airports Section
C.	McNabb	Assistant Director, South West, ACT and NSW Airports Section
J.	McKinnon	South West, ACT and NSW Airports Section, SACF Secretariat
G.	Taylor	General Manager, Communications, Environment and Legal Branch

Airservices Australia

R.	Jost	Noise Complaints and Information Service Manager, Airservices Australia
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Observers

K.	Allcott	Sydney Airport Corporation Limited
R.	Schuck	Sydney Airport Corporation Limited
I.	Koernicke	Sutherland Shire Council
K.	Hannan	Southern Sydney Region of Councils