



SUMMARY RECORD

Meeting 02/2024, 12 June 2024

AGENDA ITEM 1 – Opening Remarks, welcome from Chair & apologies

The Chair, Ms Sally Sitou MP, opened the meeting and welcomed Mr Simon Kennedy MP, the newly elected member for Cook to SACF.

Ms Allegra Spender MP, Member for Wentworth and Mr Jerome Laxale MP, Member for Bennelong were acknowledged as apologies.

AGENDA ITEM 2 – Confirmation of Summary, Previous Meeting Action Items and Correspondence

Ms Sitou confirmed the previous meeting summary record.

Ms Sitou summarised the action items and provided the opportunity for members to comment on the them.

Mr Kevin Hill, Community Representative for the South, asked whether action item 9 of the previous meeting involving a letter being sent to the Minister for Infrastructure, Transport, Regional Development and Local Government (the Minister) regarding Mr Hill's outstanding legal fees should be closed given no response has been received.

Mr Scott Small, representing the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the department), confirmed the action item was closed as the letter was sent. Mr Small noted the Minister has not responded to the letter.

Mr Hill contended that the letter was phrased to have come from Mr John Clarke, Acting Community Representative for the North, however it should have been phrased to have come from SACF.

Mr Small responded that during the previous meeting, the room was not canvased to confirm if SACF supported the preparation of the letter. Mr Clarke contested that he believed the letter was supported by SACF and that nobody objected at the time.

Mr Kennedy asked why the Minister was not intending to respond and Mr Small replied that he is not aware why the Minister did not respond.

Ms Sitou offered to send another letter on behalf of SACF and asked if any members abstained from supporting the sending of another letter. No members abstained.

2/2024-1: Chair to write letter to the Minister for Infrastructure, Transport, Regional Development and Local Government on behalf of SACF requesting the Government to cover Mr Kevin Hill's outstanding legal fees.

Mr Clarke suggested that Mr Tony Williams of Environmental Impact Reports be invited to a future SACF meeting to do a presentation on health and aircraft noise.

2/2024-2: Mr Tony Williams of Environmental Impact Reports to be invited to the September SACF meeting to do a presentation on health and aircraft noise.



AGENDA ITEM 3 – SACF Roles and Responsibilities Discussion (Action Item #1)

Ms Sitou invited Mr Small to describe the new SACF meeting protocols, including feedback received on the protocols and changes made based on received feedback.

Mr Small explained the meeting protocols document which was circulated in draft form on 18 April 2024, conveying the protocols are focused on the administrative functioning of the forum. Mr Small thanked members who provided feedback on the draft document. The protocols make pre- and post-meeting timeframes clear, including timing around receiving and distributing correspondence, agenda items and the summary record. Feedback received on the protocol largely resulted in changes being made to the document. Mr Small noted the feedback items which were not adopted in the meeting protocols.

Mr Clarke suggested that the correspondence and agenda item deadlines in the meeting protocols be amended. Mr Small agreed to those changes.

2/2024-3: Secretariat to adjust agenda and correspondence deadlines in the meeting protocols document to request agenda items 15 business days before a SACF meeting, correspondence to be sent to the Secretariat 10 business days before the meeting and a final agenda along with meeting documents/correspondence to be distributed 5 business days before the meeting.

AGENDA ITEM 4 – Departmental Update

Mr Small provided an update on:

- The Australian Governments Federal Budget impact on the aviation industry;
- Aviation White Paper;
- Senate Reference Committee Inquiry into the Impact and Mitigation of Aircraft Noise;
- Sydney Airport Demand Management (SADM) reforms.

Mr Small offered to organise guest speakers from the department to speak at future SACF meetings should SACF members have suggestions of topics to be covered.

Ms Sitou asked for an update on the Aviation White Paper and the audit of the slots at Sydney Airport at the next SACF meeting.

2/2024-4: Departmental representatives to provide an update on the Aviation White Paper and the audit of slots at Sydney Airport at the September SACF meeting.

Ms Sitou asked if there is any more information about the Western Sydney Airport and the impact on flight paths. Mr Small answered that a draft Environmental Impact Statement (EIS) was released and over 8000 submissions have been received. The Western Sydney team is currently working through these submissions and they are on track to finalise the EIS with both the EIS and flight path design to be published in late 2024.

AGENDA ITEM 5 – Sydney Airport Update

Mr Ted Plummer, representing Sydney Airport, provided an update about Sydney Airport operations (a copy of the slides presented by Sydney Airport is attached).

Mr Plummer's presentation covered:

- Sydney Airport traffic and operational performance update;
- Post-COVID recovery;
- South-east sector project update;
- Curfew dispensation update;
- Sustainable Aviation Fuel.

Mr Hill thanked Mr Plummer and Sydney Airport for implementing advice from Mr Alan Dukes, Community Representative for the East recommending essential curfew maintenance work on the main north-south runway occur during weekends as the volume of freight flights is reduced on weekends. Mr Hill stated there had been a noticeable reduction in aircraft noise over Kurnell after Sydney Airport implemented the advice.

Mr Rob Edney of Virgin Australia, representing the Airline industry, queried if there was a timeframe for when more space would be released back into the blue emu carpark area of the South-east quadrant of the airport. Mr Plummer responded that he would provide Mr Edney with information regarding this after the meeting.

2/2024-5: Mr Plummer to provide Mr Edney with information regarding a timeframe for when more space would be released back into the blue emu carpark area of the South-east quadrant.

Ms Sitou asked if it would be possible for Mr Plummer to present on sustainability in the aviation sector at a future SACF meeting. Mr Plummer responded that he would be happy to do that and can also provide the most recent sustainability report in advance.

2/2024-6: Mr Plummer to distribute the most recent aviation sustainability report and to present on sustainability in the aviation sector at a future SACF meeting.

AGENDA ITEM 6 – Airservices Updates

Mr Timothy Gill, representing Airservices Australia (Airservices), provided an update about operations relating to Sydney Airport (a copy of the slides presented by Airservices is attached).

Mr Gill's presentation covered:

- Air traffic movements at Sydney Airport;
- Noise monitors and WebTrak;
- Noise Complaints and Information Services (NCIS) summary.

Ms Kylea Tink MP, Member for North Sydney asked if there was only one noise monitor in North Sydney at Hunters Hill. Mr Gill responded that there are more than one and that there are more noise monitors in the north than the south and east.

Mr Gill highlighted how there have been improvements in jet departures being concentrated over the water instead of over Little Bay and La Perouse. Mr Dukes noted there is construction of a ferry wharf at La Perouse and added that this may cause interference if a noise monitor were to be deployed there in the future.



Mr Gill responded that Airservices have a dedicated noise monitoring team which consider factors affecting the noise monitor's efficacy including nearby construction noise. Mr Gill stated Airservices will reach out to Randwick Council and Mr Dukes to consider potential options for the noise monitor's location in La Perouse with the technical team to decide the final location.

Ms Tink commented that from her understanding, seasonal wind changes are factored into the modelling of LTOP, therefore given seasonal variations, it does not make sense that LTOP is not being adhered to consistently. Mr Gill stated that the modelling was completed 30 years ago and agreed more work could be done to understand how LTOP is performing. Mr Plummer later quoted the LTOP document published in 1996 describing how the operating arrangements of Sydney Airport are a target and that the new arrangements are yet to be proven. Mr Plummer noted that Sydney Airport supports a review of LTOP to understand how best to manage noise sharing. Mr Clarke remarked that the inability to adhere to LTOP is not as simple as the noise modelling becoming outdated. He continued to describe how when comparing the number of aircraft relative to the capacity of runway modes and in the context of airports elsewhere in the world, there are ample opportunities to achieve LTOP.

Ms Sitou suggested an LTOP discussion be an agenda item at the next SACF meeting.

2/2024-7: Discussion on LTOP to be included as an agenda item for the September SACF meeting.

Ms Tink advised that there is a ministerial direction for LTOP to be adhered to and if that is not possible, LTOP requires a formal review. Mr Gill clarified that whilst there is a belief that LTOP is not being used, many LTOP measures are implemented including the curfew, SODPROPS and reciprocal runway operations. Mr Gill stated Airservices online reporting displays that three of the four targets are being achieved.

Mr Alexi Cassis, representing the member for Kingsford Smith, asked if curfew shoulder movements are listed as curfew movements or standard movements. Mr Gill responded the shoulder movements are classified as standard movements.

AGENDA ITEM 7 – Implementation and Monitoring Committee Report

Mr Gill provided an update from the 21 May 2024 IMC meeting on behalf of the IMC Chair.

The IMC meetings will work to a new ruleset to ensure the meetings are productive and focused on the Ministerial Direction. The proposed new ruleset has been released which is currently out for IMC members to provide feedback.

Airservices is investigating whether to engage an external consultancy to conduct a review of LTOP operating modes and performance in similar terms to the review conducted by Airways New Zealand in 2006.

The IMC agreed to establish a sub-working group to review current LTOP performance with a view of suggesting areas where opportunities to share noise may be being missed. A terms of reference for the sub-working group is currently being established.

Mr Clarke asked for SACF to receive a presentation on LTOP Mode 9. Mr Gill advised Airservices will present at a future meeting.

2/2024-8: Airservices to present on LTOP Mode 9 the September SACF meeting.



Mr Clarke expressed that the inability of the airport to meet noise sharing targets is not as simple as deficiencies in the LTOP modelling and believes there is considerable opportunity for the IMC sub-working group to explore those impediments to achieving noise sharing.

Mr Clarke raised his request for Western Sydney International Airport flight paths and the facilitated changes they would have on LTOP including penetration gate plots which would show the level of potential noise concentration across Sydney and Mr Hill later echoed Mr Clarke's request. Mr Clarke also proposed that the ANEI 20 be reduced to 15 to better communicate the scale of aircraft noise to the community as he believes that the ANEI 20 is too large.

Mr Gill acknowledged Mr Clarke's request for penetration gate plots and stated the department is leading the engagement on the Western Sydney flight paths. Mr Clarke recounted he had made the request of the department earlier and was directed to take his request to Airservices. Mr Small acknowledged the request for Western Sydney flight path data and stated that the Western Sydney team had previously provided a response to Mr Clarke's request. Mr Small offered that representatives from the Western Sydney team be invited to attend the next SACF meeting.

2/2024-9: Departmental representatives from the Western Sydney team to be invited to attend the September SACF meeting to discuss Western Sydney flight paths.

Mr Gill stated that the ANEI is a land use planning contour and that it is not appropriate for communicating noise to the community and therefore Airservices prefers to use other methods to communicate noise such as single event contours.

Ms Tink clarified if a review of LTOP operating modes would look at how well Airservices is currently operating against LTOP targets or if it would review whether LTOP is operationally plausible. Mr Gill replied that LTOP is operationally plausible, given Airservices is currently utilising it, however a review would evaluate LTOP's effectiveness and investigate opportunities to better meet LTOP targets.

Mr Dukes noted that LTOP encompasses all runway modes and the community is concerned with the usage of crossing runway modes to provide additional noise respite. A consideration is that there is a difference between the theoretical noise impact of LTOP and what is actually experienced during operations.

Mr Plummer said that the airport has long suggested that a review into how noise sharing can occur off parallel runway modes occurs. He stated noise sharing is already being achieved off of parallel runway modes through LTOP mode 9.

AGENDA ITEM 8 – Update from Community Representatives

Maria Patrinos, Community Representative for the West, advised of representations with an individual from Leichhardt who has been heavily affected by aircraft noise. Ms Patrinos referred her to the counselling service offered by Airservices as well as the Noise Complaints and Information Service (NCIS). Mr Gill asked Ms Patrinos to forward the individual's details so he can follow up with the NCIS regarding the individual.

Mr Dukes asked Mr Gill for a review of some of the KEVIN SEVEN standard instrument departure (SID) flight paths against the ABBEY SID to differentiate the use and tracking between those two SIDs. This is due to concern being expressed by the community at La Perouse in relation to aircraft tracking close to the northern side of Botany Bay. Mr Gill responded that once a noise monitor is put in La Perouse, a comprehensive noise report could be compiled which examines those flight paths.

AGENDA ITEM 9 – Update from Councils

No council representatives wished to provide an update.

AGENDA ITEM 10 – Update from State and Federal MPs

Ms Tink proposed that reports from the IMC sub-working group on LTOP performance are made available to SACF. Mr Gill agreed with the proposal and stated he will put the request through to the Chair of IMC.

2/2024-10: Mr Gill to ask the Chair of IMC if the sub-working group on LTOP performance can provide their reports to SACF.

Ms Tink requested information on the position of aviation community advocate (ACA) to understand why the role was removed and whether there had been any consideration on the role being reinstated. Mr Small responded that he would be happy to provide information on the ACA at the next SACF meeting. He confirmed that an ACA role existed from 2007 to 2009 and was discontinued by the Government at the time. In 2021 a working group was established to explore the reintroduction of the role; however, it was not implemented.

2/2024-11: A discussion around the aviation community advocate role will occur at the September SACF meeting.

AGENDA ITEM 11 – Other Business

No other business was raised.

AGENDA ITEM 12 – Close and Notification of Next Meeting

The Chair thanked attendees for their attendance. The meeting ended at 17:01.

The next meeting will occur on 23 September 2024 with the time to be advised.



Action Items

| Items | Timeframe | Responsible | Status | |
|-------|---|-------------------------------|----------------|--------|
| 1 | Chair to write letter to the Minister for Infrastructure, Transport, Regional Development and Local Government on behalf of SACF requesting the Government to cover Mr Kevin Hill's outstanding legal fees. | Before September SACF Meeting | Chair | Open |
| 2 | Mr Tony Williams of Environmental Impact Reports to be invited to the September SACF meeting to do a presentation on health and aircraft noise. | September SACF meeting | Secretariat | Open |
| 3 | Secretariat to adjust agenda and correspondence deadlines in the meeting protocols document to request agenda items 15 business days before a SACF meeting, correspondence to be sent to the Secretariat 10 business days before the meeting and a final agenda along with meeting documents/correspondence to be distributed 5 business days before the meeting. | 19 June 2024 | Secretariat | Closed |
| 4 | Departmental representatives to provide an update on the Aviation White Paper and the audit of slots at Sydney Airport at the September SACF meeting. | September SACF meeting | Secretariat | Open |
| 5 | Mr Plummer to provide Mr Edney with information regarding a timeframe for when more space would be released back into the blue emu carpark area of the South-east quadrant. | 8 July 2024 | Mr Ted Plummer | Open |
| 6 | Mr Plummer to distribute the most recent aviation sustainability report and to present on sustainability in the aviation sector at a future SACF meeting. | 8 July 2024 | Mr Ted Plummer | Open |
| 7 | Discussion on LTOP to be included as an agenda item for the September SACF meeting. | September SACF meeting | Secretariat | Open |
| 8 | Airservices to present on LTOP Mode 9 at the September SACF meeting. | September SACF meeting | Airservices | Open |
| 9 | Departmental representatives from the Western Sydney team to be invited to attend the September SACF meeting to discuss Western Sydney flight paths. | September SACF meeting | The department | Open |
| 10 | Mr Gill to ask the Chair of IMC if the sub-working group on LTOP performance can provide their reports to SACF. | 8 July 2024 | Mr Tim Gill | Open |
| 11 | A discussion around the aviation community advocate role will occur at the September SACF meeting. | September SACF meeting | Secretariat | Open |



SACF Meeting 02/2024 – 12 June 2024

Members

| Name | Representing |
|----------------------------------|--|
| Sally Sitou MP | Chair, Federal Member for Reid |
| John Clarke | Representing Community Representative for the North |
| Alan Dukes | Community Representative for the East |
| Kevin Hill | Community Representative for the South |
| Maria Patrinos | Community Representative for the West |
| Kylea Tink MP | Federal Member for North Sydney |
| Simon Kennedy MP | Federal Member for Cook |
| Alexi Cassis | Nominee representing the Federal Member for Kingsford Smith |
| Tim Murray | Nominee representing the Federal Member for Grayndler |
| Toni O-Laughlin | Nominee representing the Federal Member for Sydney |
| Desiree Scholz | Nominee representing the Federal Member for Wentworth |
| Ken Welsh Sarah Guan | Representatives for Inner West Council |
| Stella Agagiotis Meryl Bishop | Representatives for Randwick Council |
| Ted Plummer | Representative for Sydney Airport |
| Stephen Pearse | Representative for Board of Airline Representatives of Australia |
| Rob Edney | Representative for Airline Industry (Virgin Australia) |

Department of Infrastructure, Transport, Regional Development, Communications and the Arts

| | |
|------------------------------|--|
| Scott Small | Director, South, West ACT and NSW Airports and Noise Section |
| David McMahon Rafae Jafri | Secretariat |

Observers and Guest Presenters

| Name | Representing | Capacity |
|------------------|-------------------------------|-----------|
| Timothy Gill | Airservices Australia | Presenter |
| Russell McArthur | Airservices Australia | Observer |
| Tony Williams | Environmental Impacts Reports | Observer |
| Duncan McComb | The Holt Estate 1861 | Observer |

Apologies

| Name | Representing |
|--------------------|------------------------------|
| Allegra Spender MP | Federal Member for Wentworth |
| Jerome Laxale MP | Federal Member for Bennelong |

Sydney Airport Community Forum

Sydney Airport Update

sydneyairport.com.au

12 June 2024

SYD

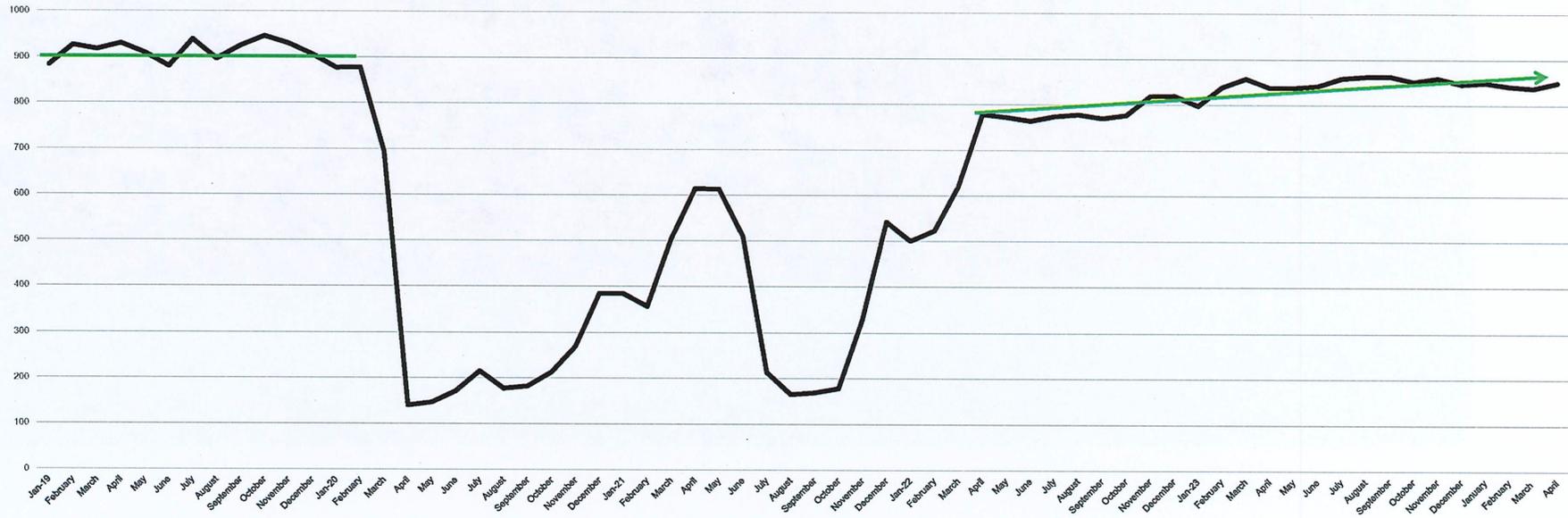
SYD traffic and operational performance update

- Sydney Airport delivered a strong start to 2024 with a total of 10.3 million passengers passing through the terminals in Q1. This represents a 14.4% increase on passenger traffic during the same period last year and a 93.7% recovery compared to Q1 2019.
- Sydney Airport's T1 international terminal saw 4.16 million passengers pass through in Q1, a 25.1% increase on the same period last year and a 96.6% recovery rate on Q1 2019.
- Domestic and regional passenger traffic was up 8.2% on the same period last year, with 6.16 million passengers coming through the T2 and T3 domestic terminals and a 91.9% recovery rate on Q1 2019.
- Operationally, the airport performed strongly over the period delivering a positive experience for travelling passengers.
- To deliver greater transparency on operations at the airport, a live feed of security wait times has been launched on Sydney Airport's website with data refreshed every 60 seconds. Passengers can now check the website ahead of travel to understand how the security wait times are progressing within each terminal, delivering a better passenger experience.
- Throughout Q1, 100% of domestic passengers and 99.9% of international passengers passed through security in less than 10 minutes. At the T2 and T3 Domestic terminals, 92.6% of passengers departed on time for their flight during the first wave of departures, with 83.6% of passengers departing on time for international services.

The logo for Sydney Airport, consisting of the letters 'SYD' in a bold, blue, sans-serif font.

Post-COVID recovery in number of flights

Total number of flights per day
[January 2019 to April 2024]



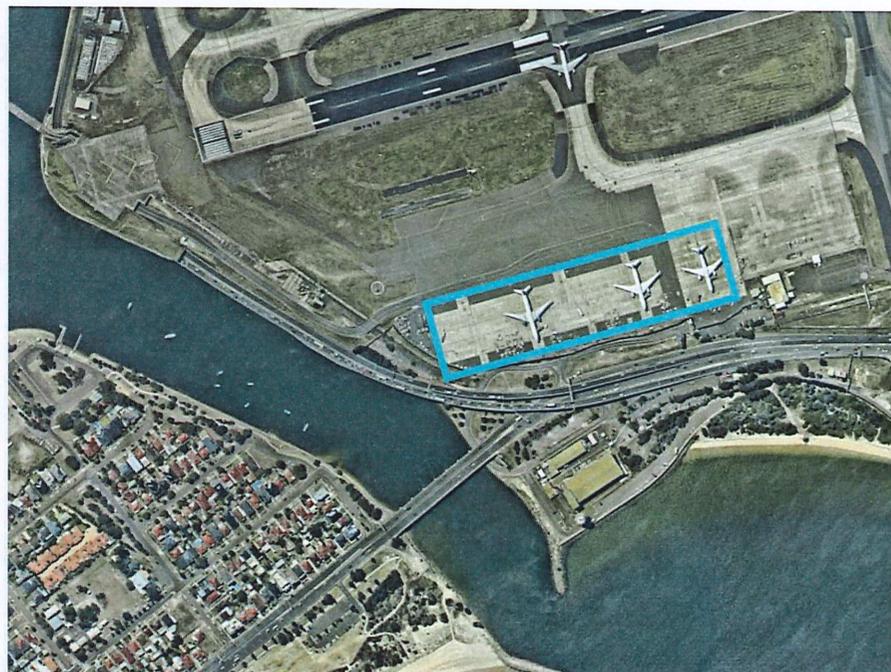
South-east sector project update



SYD

South-west sector update

- Aircraft already park in the south-west sector and have done so for around a decade. Freight is also unloaded, and aircraft cleaned in this area.
- From 26 May 2024, passengers were also able to disembark from these aircraft for no more than three days every week. Buses will move these passengers between their aircraft and the International (T1) terminal. Other support vehicles will include baggage tugs moving to and from the freight area and catering and other service vehicles.
- This is consistent with *Master Plan 2039*.
- The aircraft parking bays will all have ground-based power units. This will allow the noisier auxiliary power units in the aircraft's tail to be switched off soon after the aircraft are parked. In turn, this will minimise ground-based noise and air emissions.
- I wrote to affected Kyeemagh residents, and local MPs, councillors and SACF, to advise them of this change.



Curfew dispensation update

- Routine, but essential, maintenance work on the main north-south runway continues to be undertaken. This includes airfield ground lighting upgrade projects, rubber removal and asphalt surface maintenance and repair (including line marking). This work can only be undertaken during the curfew.
- This means that use of the main north-south runway is at times unavoidably affected between 11pm and 6am. This is to ensure the safety of workers on the site and aircraft.
- The limited number of overnight freight flights allowed to operate during the curfew and Air Ambulance aircraft instead need to land on and take-off from the parallel north-south runway. They will take off to and land from the south over Botany Bay.
- This was approved by the Australian Government in a curfew dispensation issued under the *Sydney Airport Curfew Act 1995* on 23 March 2024.
- The dispensation allows the parallel north-south runway to be used for no more than 12 nights from 1 April 2024 to 30 June 2024. These nights are limited to Friday, Saturday and Sunday nights, when there are fewer if any freight flights operating. This was suggested by Alan Dukes at the last SACF meeting and will help to minimise the noise impact of these works.
- I wrote to affected households in Kurnell, La Perouse, Little Bay, Philip Bay and Botany concerning this dispensation.

SYD

Sustainable Aviation Fuel

- Aviation currently contributes ~2 per cent of global human-induced GHG emissions.
- In response over recent years, the global aviation industry has committed to achieving net zero by 2050. The pathway to a net zero aviation future will rely on significant improvements in airfield and airspace efficiency, new propulsion technologies, and more fuel-efficient aircraft.
- However, in the medium- to long-term, it is widely accepted that Sustainable Aviation Fuel (SAF) will be the primary pathway for aviation to credibly decarbonise. SAF can be made from renewable and sustainable feedstocks such as plant-based oils, agricultural residues, algae or organic waste materials.
- While Australia is well placed to become a significant global producer of SAF and other renewable fuels, production of SAF in Australia is dependent on the timely development of clear government policy to establish a local market and catalyse private sector investment in SAF refining capacity.
- SYD was therefore pleased to see:
 - ✓ The NSW Government announced in its recent budget that it will contribute up \$100 million to start local production of SAF in NSW.
 - ✓ As part of its \$22.7 billion *Future Made in Australia* Fund, the Australian Government announced in its 2024-25 budget a package of measures to support SAF.

Thank you.

Corporate Affairs

events@sydneyairport.com.au

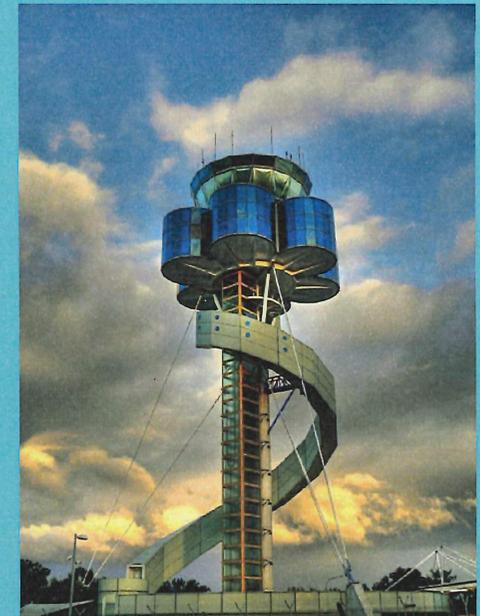
SYD

Airservices Update Sydney Airport Community Forum SACF

12 June 2024

Talking Points

- Air traffic movements Sydney Airport
- Noise monitors and WebTrak
- Noise Complaints and Information Service (NCIS) summary
- IMC update
- Questions



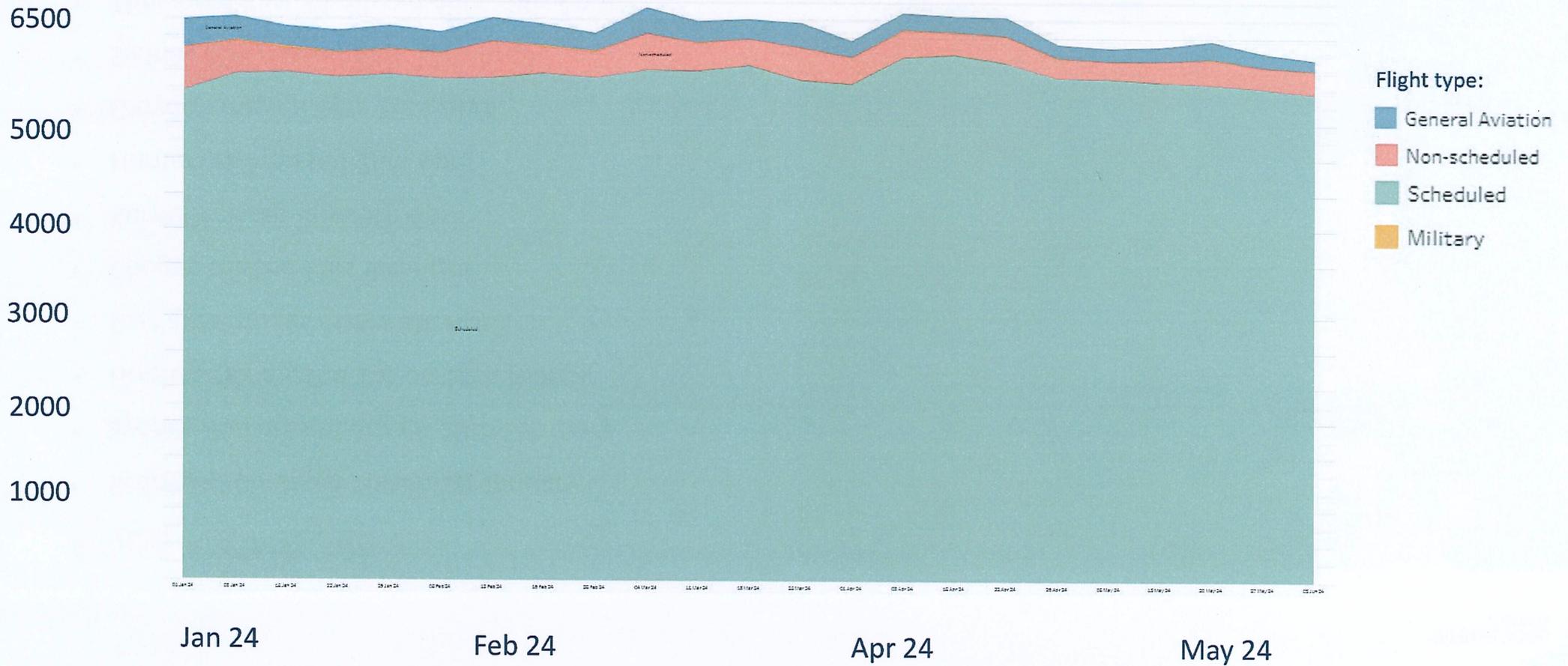
OFFICIAL

AIR TRAFFIC MOVEMENTS (Monthly)



Weekly Traffic - including General Aviation

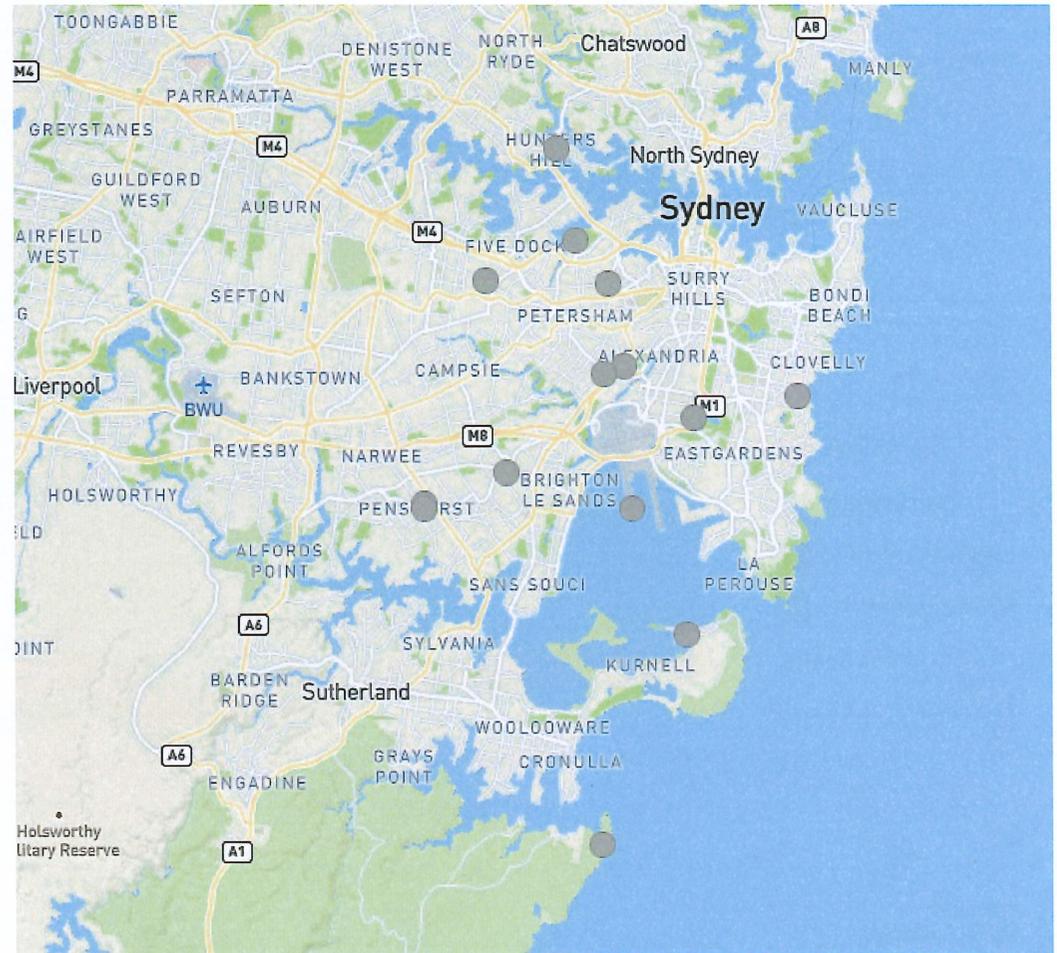
Historic Traffic at YSSY Airport (including General Aviation*)



NOISE MONITORS

- Sydney #50 missed 1hr on 1st January
- Sydney #36 missed 3hr on 19th February
- Hunters Hill missed 1hr on 16th March
- Eastlakes missed 10hrs 8th April
- Coogee missed 4hrs 9th April
- Kurnell missed 7hrs 9th April
- Hunters Hill missed 3hrs April
- Croydon missed 4hrs 16th April
- Sydney #36 missed 4hrs 16th April
- Threshold Rwy 34 missed 4hrs 30th April

99.8% overall availability



OFFICIAL



NCIS UPDATE

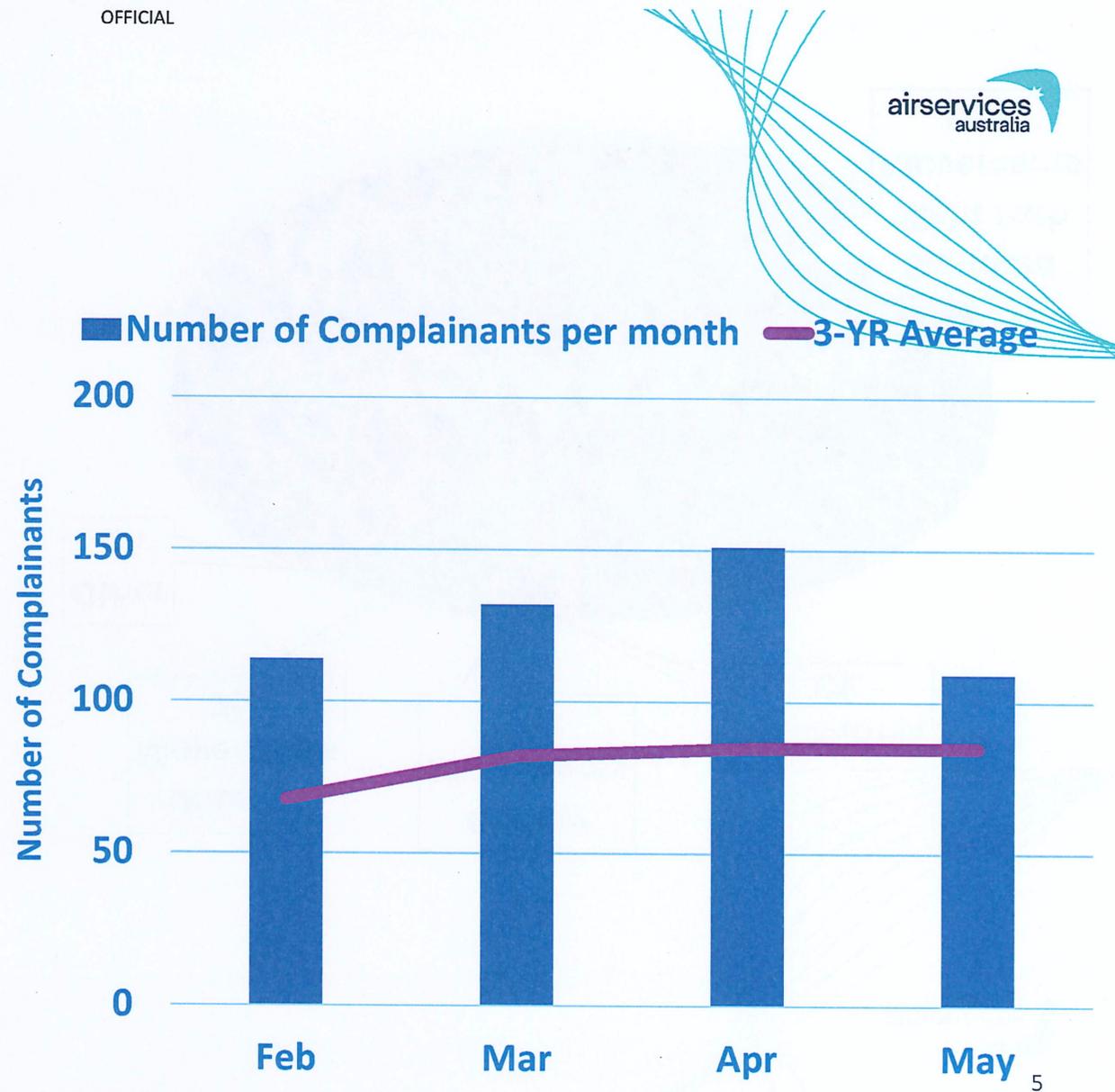
February – May 2024

Complainants

- 358 individual complainants
 - 1739 contacts
 - 198 new complainants

Suburb

- 150 Suburbs recorded a complainant
 - Bella Vista – 48
 - Hunters Hill – 29
 - Maroubra – 10
- 85 suburbs recorded a single complainant

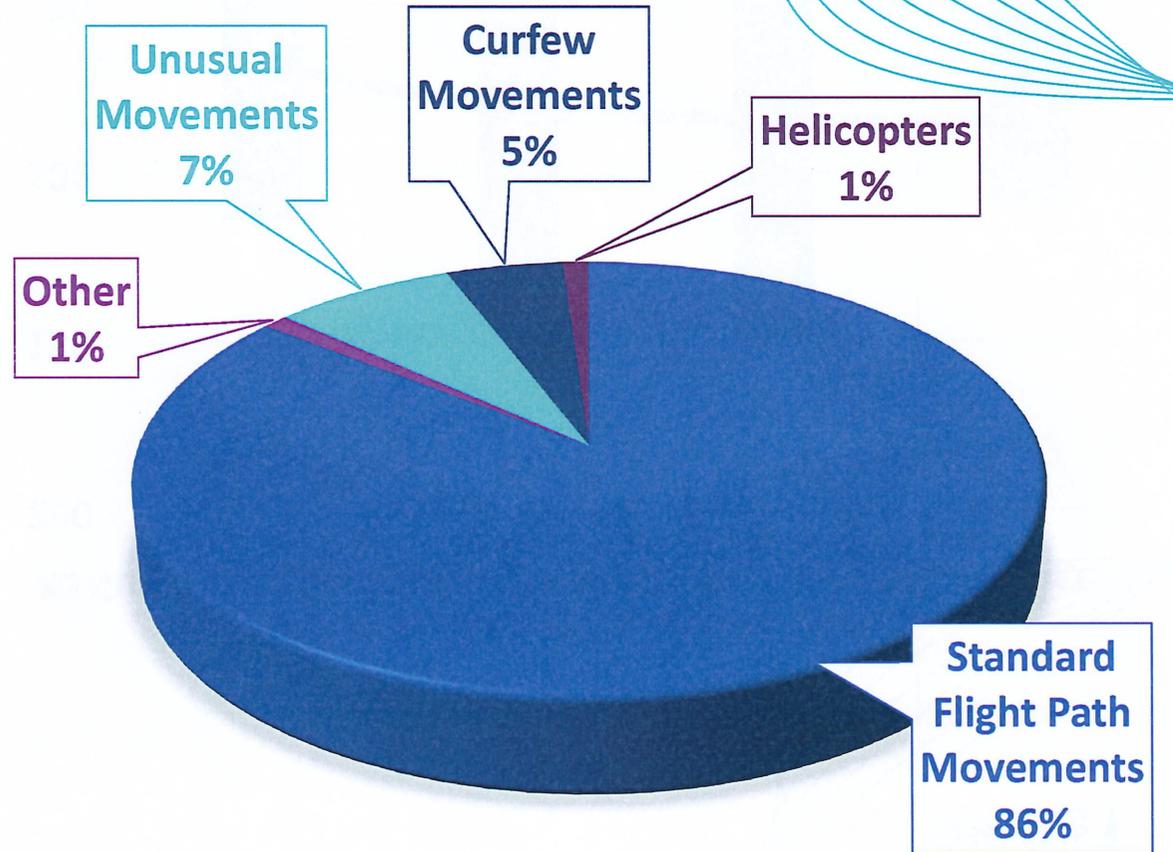


NCIS UPDATE

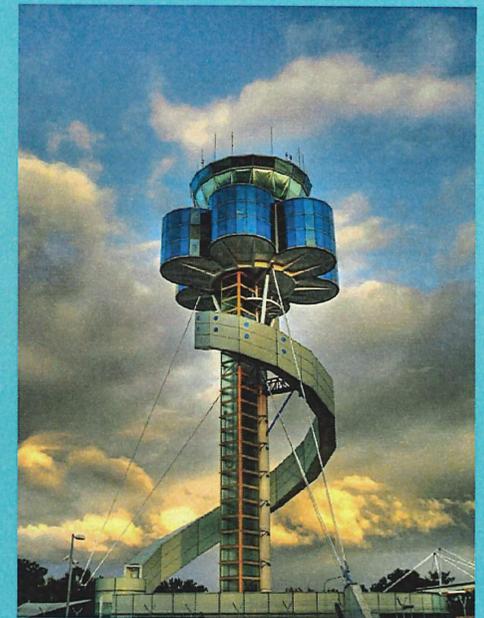
February – May 2024

Issues

- Standard flight path movements
 - Runway 34L departures – 98
 - Runway 16R arrivals – 94
 - multiple runway directions – 41
 - Runway 16L arrivals – 35
 - Runway 34R departures – 22
 - Runway 34L arrivals – 11
 - Runway 07 arrivals – 10
- Unusual movements
 - weather diversions – 18
 - radar departures – 5
 - traffic management – 4
 - other – 1
- Curfew movements
 - permitted movements – 8
 - emergency services – 5
 - runway closure – 3
 - dispensation – 2



IMC update



IMC update

- IMC will work to a rule of engagement to ensure the meetings are productive and focused on the Ministerial Direction
 - This ruleset is out for Committee member feedback
- Airservices is investigating the deployment of a temporary noise monitor terminal in La Perouse following request from Randwick council, Member for Kingsford Smith and the community representative for the East
- Airservices is investigating whether to engage an external consultancy to conduct a review of LTOP operating modes and performance in similar terms to the review conducted by Airways New Zealand in 2006
- IMC agreed to establish Sub-WG to review current LTOP performance with a view of suggesting areas where opportunities to noise share may be missed
 - The Sub-WG will work to ToR

THANK YOU