



SUMMARY RECORD

Meeting 03/2024, 23 September 2024

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

The Chair, Ms Sally Sitou MP, opened the meeting and acknowledged the traditional owners of the lands from which attendees were gathering.

AGENDA ITEM 2 – Previous meeting action items, correspondence and confirmation of Summary Record

Mr Scott Small, representing the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the department), provided an update on the action items from the June 2024 SACF meeting, noting that three action items remain open with one to be closed during the meeting.

Mr John Clarke, acting Community Representative for the North (representing Mr Bob Hayes) stated that he was unhappy with the WSI team not attending the SACF meeting and that he has been after information on the facilitated changes to LTOP caused by the WSI flight paths for some time.

Mr Small responded that the department's WSI team have agreed to attend and present at the December 2024 SACF meeting.

AGENDA ITEM 3 – Update on Aviation White Paper (Action item #4)

Mr Small informed SACF of the Aviation White Paper release in August 2024, which sets out the Australian Government's vision for Australia's aviation sector towards 2050. The Aviation White Paper and the development of its 56 policy initiatives were informed by extensive consultation on the Aviation Green Paper. The White Paper can be viewed at <https://www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/aviation-white-paper>.

Mr Small described one of the key areas, a balanced approach to airport planning and noise, which includes:

- Improving the transparency around aircraft noise impacts;
- Airservices Australia (Airservices) will examine its noise and flight path monitoring system, report quarterly and publish on noise abatement procedures;
- The department will produce guidance for pilots on flying considerately;
- Airservices will appoint a new executive to overlook noise and the environment;
- Improved land use planning outcomes and education around land use planning; and
- Airservices is looking to improve its community engagement standards.

Mr Small noted the department is progressing implementation of these measures.



Ms Belinda Sachse, acting Assistant Secretary for Sydney Airport Slots and Consumer Aviation Reforms within the department, advised SACF of the better passenger experience reforms included within the Aviation White Paper. The consumer measures include:

- Establishing a new Aviation Industry Ombuds Scheme;
- Establishing a new aviation customer rights charter;
- Adopting assured cause arrangements where airlines must report the reasons for delays and cancellations to the government; and
- A range of reforms to improve travel accessibility for people with disability.

Ms Sachse advised that the Australian Government has released a consultation paper focused on the design of the Aviation Industry Ombuds Scheme, which is currently available on the department's website for submissions. Submissions for the consultation paper close on 17 October 2024.

3/2024-1: Secretariat to distribute the link to the consultation paper addressing the design of the Aviation Industry Ombuds Scheme, which is open for submissions until 17 October 2024.

In response to Mr Clarke's inquiry about whether 'Flying Considerately' guidance for pilots is mandatory, Mr Small clarified that it is advisory, aligning with 'Fly Neighbourly' procedures. Mr Gill noted that the Aeronautical Information Publication Australia (AIP) Enroute Book offers additional information on noise abatement procedures.

Mr Small stated that legislative changes would offer significant opportunities to mitigate aircraft noise impacts in response to Mr Clarke's assertion that the Aviation White Paper lacks strategies to reduce aircraft noise impacts. Ms Sachse noted that future consultations on Aviation White Paper initiatives would address aircraft noise concerns.

AGENDA ITEM 4 – Sydney Airport Update

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

Mr Plummer's presentation covered:

- The Post-COVID recovery at Sydney Airport;
- Master Plan contents and timeframe;
- Sydney Airport flight paths draft facilitated changes due to the WSI;
- ANEF process and timing;
- Proposed consultation and engagement on the Master Plan and Airport Environment Strategy; and
- A ground transport update.

Mr Plummer noted Air Ambulance has purchased Pilatus PC-24 aircraft. These aircraft require a full-length runway departure when departing to the North. Air Ambulance has approached SACL to seek permission to do this. Sydney Airport plans to consult with the Government regarding a rule change to allow Air Ambulance aircraft to take-off on taxiway Lima. There are no noise issues associated with a rule change or use of Pilatus PC-24 aircraft.

Mr Plummer notified SACF that Sydney Airport has applied for a curfew dispensation due to runway works, for the use of the parallel runway for up to 12 nights between 1 October 2024 and 31 December 2024.



AGENDA ITEM 5 – Implementation and Monitoring Committee Report

Mr Richard Foley-Lewis, the Chair of the IMC, provided a report from the 11 September 2024 IMC meeting (a copy of the slides for Agenda Items 5-7 are attached):

- There were no movement cap breaches in Q2 of 2024;
- All curfew matters were reported to the department;
- Concerns raised by community members about aircraft on the MARUB Standard Instrument Departure (SID);
- Noise monitoring in Kurnell has been in place for the past 6 months;
- Sydney Tower operations are impacted by Stop Bar rule changes and work is underway to mitigate the impact of the change; and
- The performance of LTOP within Q2 of 2024.

Mr Kevin Hill, Community Representative for the South, clarified the noise monitor was in La Perouse and Mr Gill confirmed that there is a noise monitor in La Perouse and in Kurnell.

Mr Foley-Lewis, Airservices Australia, noted the investigation into the incident of 26 August 2024, in which a Qantas aircraft breached the *Sydney Airport Curfew Act 1995* has been closed and was reported to the department.

Mr Tony Williams, representing the Federal Member for North Sydney, questioned what the effect is of Sydney Airport's operations being impacted by Stop Bar rule changes. Mr Foley-Lewis advised the rule change means an aerodrome controller is the only person who can deenergise the stop bar. This results in an increased workload on the aerodrome controller and a change in the workflow within the Sydney air traffic control tower.

Mr Williams questioned the impact of the rule change on runway use and the recent lack of noise sharing mode usage. Mr Foley-Lewis explained runway 25 had been used frequently throughout July and August 2024 due to weather and that safety, weather, and air traffic demand dictate noise sharing mode usage. The rule change and resulting change in air traffic control tower workflow has added complexity to evaluating the safety of applying these modes.

AGENDA ITEM 6 – Airservices Update

Mr Gill provided an update about operations relating to Sydney Airport.

Mr Gill's presentation covered:

- Air traffic movements at Sydney Airport;
- An update on noise monitors;
- Noise Complaints and Information Services (NCIS) summary;



AGENDA ITEM 7 – LTOP Mode 9 presentation (Action Item 8) & LTOP discussion (Action Item 7)

Mr Gill provided a presentation on LTOP Mode 9 which covered:

- The Mode 9 arrival flight path was proposed in 1997 but could not be implemented due to the aircraft technology constraints of the time;
- The IMC's action item for Airservices to investigate the feasibility of introducing the general structure of Mode 9 arrival flight paths;
- The progress that has been made towards the concept of Mode 9;
- Further work that needs to be completed on the Mode 9 flight paths; and
- The impact of the WSI flight path design process.

Mr Gill confirmed all flight path changes in Australia will now be subject to the full Airservices community engagement standard. Mr Plummer commented that the Mode 9 runway rebalancing issue is critical and it will be problematic if it starts eroding capacity of the airport.

Mr Hill and Mr Clarke expressed concern that SACF's lack of communication with the WSI flight path design task force might be a missed opportunity to reduce aircraft noise. Mr Clarke voiced that in 2021, the Minister stated that the flight path design for the WSI would have no impact on LTOP and he therefore was concerned when hearing that the WSI flight paths may impact Mode 9.

Mr Clarke added that he would support Mode 9, even if it meant changes to those residential areas impacted by aircraft noise, if it meant most aircraft noise was pushed out to sea.

Mr Gill provided a background on LTOP. At the request of Ms Rachel Rogers, representing the Federal Member for North Sydney, Mr Gill provided a breakdown of the absolute number of flights between Runway 16L and 16R and described how some discrepancies are driven by seasonal factors. He added that Airservices tries to publish data which is of interest to the public. The Chair asked that Mr Gill provide Ms Rogers with the information offline.

3/2024-2: Mr Tim Gill of Airservices to provide the Federal Member for North Sydney with information pertaining to the absolute flight number data for the parallel runway arrival split and 16L/16R arrival split.

Mr Clarke echoed Ms Rogers' concerns regarding the LTOP target for the West being almost zero. He stated that instead of focusing on runway end targets, he thought the focus needs to be on the use of the parallel runways relative to the use of the noise sharing modes. At 360,0000 aircraft movements, the parallel runways should be used 39.5% of the time but Airservices most recent operating statistics state that they were used 92.7% of the time.

Mr Clarke noted the sub-working group on LTOP performance has not met and asked that SACF make a resolution for the working group to meet and make reports to SACF. The SACF Chair suggested the sub-working group report back to SACF through the IMC updates item.



AGENDA ITEM 8 – Health and Aircraft Noise presentation (Action Item 2)

Mr Williams provided a presentation on the health effects of aircraft noise on communities (a copy of the slides is attached).

Mr Williams' presentation covered:

- The Government's historical response to aircraft noise;
- International responses to aircraft noise;
- Health impacts of aircraft noise;
- Australia's current response to aircraft noise;
- Mr Williams' proposed resolution for the Government to address the health impacts of aircraft noise, which included writing to the Minister and Airservices CEO; and
- LTOP performance.

Mr Williams' made two recommendations which were accepted by SACF:

- Request that the Minister for Infrastructure, Transport, Regional Development and Local Government consult the Minister for Health and Aged Care and Minister for the Environment and Water to establish a 3-person advisory group to consider current research and report to the Government on recommendations regarding aircraft noise and health.
- Write to the CEO of Airservices requesting a response, within 21 days, to the noise sharing mode utilisation numbers in Submission 83 Attachment 1 to the Senate Inquiry into the Impact and Mitigation of Aircraft Noise.

Mr Williams, in response to Mr Gill, stated that while the first principle of Airservices' flight path design principles is safety, the safety of communities affected by aircraft noise is not regarded within the same principle.

The Chair noted the perspectives of Mr Gill and Mr Russell McArthur of Airservices who disagreed with the sentiment of the letter to be sent to the Airservices CEO.

3/2024-3: The Chair to write to the CEO of Airservices requesting a response to noise sharing mode utilisation numbers presented in Submission 83, Attachment 1 to the Senate Inquiry into the Impact and Mitigation of Aircraft Noise.

The Chair proposed that she write a letter to the Minister on behalf of SACF with Mr Williams' proposal.

Mr Plummer suggested the letter to the Airservices CEO request information to better understand noise sharing outcomes of the parallel runways.

3/2024-4: The Chair to write to the Minister for Infrastructure, Transport, Regional Development and Local Government on behalf of SACF, sharing Mr Williams' proposed resolution to address the impact of aircraft on health.



AGENDA ITEM 9 – Aviation Community Advocate Discussion (Action Item 11)

The Chair acknowledged SACF member's views regarding reinstating the Aviation Community Advocate (ACA), noting that SACF has not previously requested the current Minister consider this and proposed that she write to the Minister on behalf of SACF regarding the reinstatement of the ACA.

3/2024-5: The Chair to write to the Minister for Infrastructure, Transport, Regional Development and Local Government on behalf of SACF regarding the Aviation Community Advocate.

Mr Clarke asked that the letter reference the working group that was formed in November 2021 to progress the reinstatement of the ACA. The working group stopped operating once the Federal election was called in April 2022.

AGENDA ITEM 10 – Update from Community Representatives

Mr Clarke requested the Australian Noise Exposure Index (ANEI) be produced to the level of 10 or 15 to better inform the community about aircraft noise. Mr Gill suggested Airservices align with the NASF Guideline A as the ANEI is primarily a land use planning tool. Mr Gill maintained that Airservices is complying with the Ministerial Direction and will not produce ANEIs below 20 unless directed.

Mr Clarke disagreed with Mr Gill's statement that the ANEI is a land use planning tool and noted that the Ministerial Direction for LTOP requires a quarterly ANEI to be produced for the purpose of noise monitoring and not land planning. He stated that there is no policy that precludes the ANEI from being produced to less than 20. The 'Falling on Deaf Ears' report recommended the ANEI/ANEI be produced to 15, but preferably 10.

Mr Clarke proposed that SACF write a letter to the department requesting the department direct Airservices to produce ANEIs to the level of 15, preferably 10.

3/2024-6: The Chair to write to the department on behalf of SACF requesting the department to direct Airservices to produce ANEIs to the level of 15, but preferably 10.

Mr Alan Dukes, Community Representative for the East, raised concerns about the MARUB SID, stating that non-scheduled aircraft are assigned to a radar heading which is shown to be variable depending on aircraft performance. He suggested adding "not before DER" to the SID description which would lead to aircraft more closely following the SID, reduce air traffic controller workload, and enhance safety. Mr Gill requested that Mr Dukes submit the request through the Chair for consideration by Airservices.

3/2024-7: The Chair to send Mr Dukes' MARUB SID proposal to Airservices.

Mr Dukes also raised concern about a Qantas flight on 26 August 2024 not complying with curfew regulations. Mr Gill responded that it has been reported to the department and that air traffic control will work to ensure that it does not happen again. Mr Small noted that the department is aware of this incident and has worked with Airservices to learn from the incident.

AGENDA ITEM 11 – Update from Members of Parliament and Councils

Members of Parliament, Councils and their representatives were invited to raise items on behalf of their communities.



Mr Williams referred to the NASF Guideline A, paragraph 4 which states the Australian Standards recognise that the 20 ANEF and 25 ANEF zones do not capture all high noise affected areas around an airport, for this reason Mr Williams supported action item 4.

AGENDA ITEM 12 – Other Business

Mr Clarke requested that the 26 August 2024 Qantas flight curfew breach report be made available to SACF. Mr Small stated that all curfew dispensations are tabled in Parliament and the Secretariat will distribute the link to those documents.

3/2024-8: The Secretariat to circulate the link for curfew dispensation reports tabled in Parliament.

AGENDA ITEM 13 – Close and notification of next meeting

The Chair thanked members for their attendance. The meeting ended at 17:08.

The next meeting will occur in December 2024 with the date and time to be advised.



Open Action Items from June 2024 Meeting

Items	Timeframe	Responsible	Status	
2.4	Departmental representatives to provide an update on the audit of slots at Sydney Airport at the December SACF meeting.	December SACF meeting	The department	Open
2.9	Departmental representatives from the Western Sydney team to be invited to attend the December SACF meeting to discuss Western Sydney flight paths.	December SACF meeting	The department	Open

Action Items from September 2024 Meeting

Items	Timeframe	Responsible	Status	
1	Secretariat to distribute the link to the consultation paper addressing the design of the Aviation Industry Ombuds Scheme, which is open for submissions until 17 October 2024.	2 October 2024	Secretariat	Closed
2	Mr Tim Gill of Airservices to provide the Member for North Sydney with information pertaining to the absolute flight number data for the parallel runway arrival split and 16L/16R arrival split.	31 October 2024	Airservices	Open
3	The Chair to write to the CEO of Airservices requesting a response to noise sharing mode utilisation numbers presented in Submission 83, Attachment 1 to the Senate Inquiry into the Impact and Mitigation of Aircraft Noise.	31 October 2024	Chair	Open
4	The Chair to write to the Minister for Infrastructure, Transport, Regional Development and Local Government on behalf of SACF, sharing Mr Williams' proposed resolution to address the impact of aircraft on health.	31 October 2024	Chair	Open
5	The Chair to write to the Minister for Infrastructure, Transport, Regional Development and Local Government on behalf of SACF regarding the Aviation Community Advocate.	31 October 2024	Chair	Open
6	The Chair to write to the department on behalf of SACF requesting the department to direct Airservices to produce ANEIs to the level of 15, but preferably 10.	31 October 2024	Chair	Open
7	The Chair to send Mr Dukes' MARUB SID proposal to Airservices.	31 October 2024	Chair	Open
8	The Secretariat to circulate the link for curfew dispensation reports tabled in Parliament.	2 October 2024	Secretariat	Closed



Members

Name	Representing
Sally Sitou MP	Chair, Federal Member for Reid
John Clarke	Representing Community Representative for the North, Mr Bob Hayes
Alan Dukes	Community Representative for the East
Kevin Hill	Community Representative for the South
Maria Patrinos	Community Representative for the West
Jon Stewart	Nominee representing the Federal Member for Bradfield
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 Madeleine Holmes	Nominees representing the Federal Member for Wentworth
Rachael Rogers Tony Williams	Nominees representing the Federal Member for North Sydney
Ken Welsh	Representative for Inner West Council
Ingo Koernicke	Representative for Sutherland Shire Council
Ted Plummer Ken Allcott	Representatives for Sydney Airport

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

Sarah Nattey	Assistant Secretary, Airports Branch
Belinda Sachse	Acting Assistant Secretary, Sydney Airport Slots and Consumer Aviation Reforms Branch
Scott Small	Director, South, West, ACT and NSW Airports and Noise Section
Kylie Hayes Rafae Jafri	Secretariat

Observers and Guest Presenters

Name	Representing	Capacity
Timothy Gill	Airservices Australia	Presenter
Richard Foley-Lewis	IMC Chair, Airservices Australia	Presenter
Russell McArthur	Airservices Australia	Speaker
Duncan McComb	The Holt Estate 1861	Observer



Sydney Airport MP 2045 and AES 2025-2030

23 September 2024

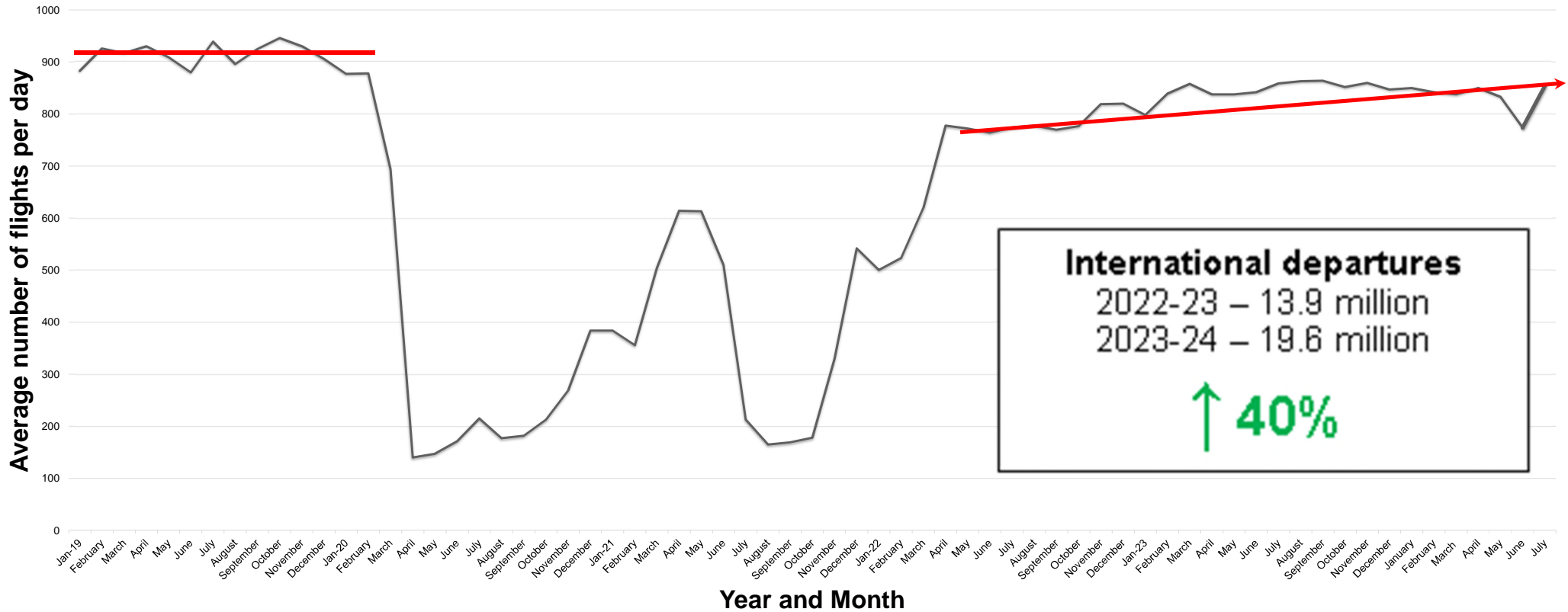
Sydney Airport Report: Master Plan 2045 and Airport Environment Strategy

Sydney Airport Community Forum

SYD

Post-COVID recovery at Sydney Airport

Average daily flights at Sydney Airport
(January 2019 to July 2024)

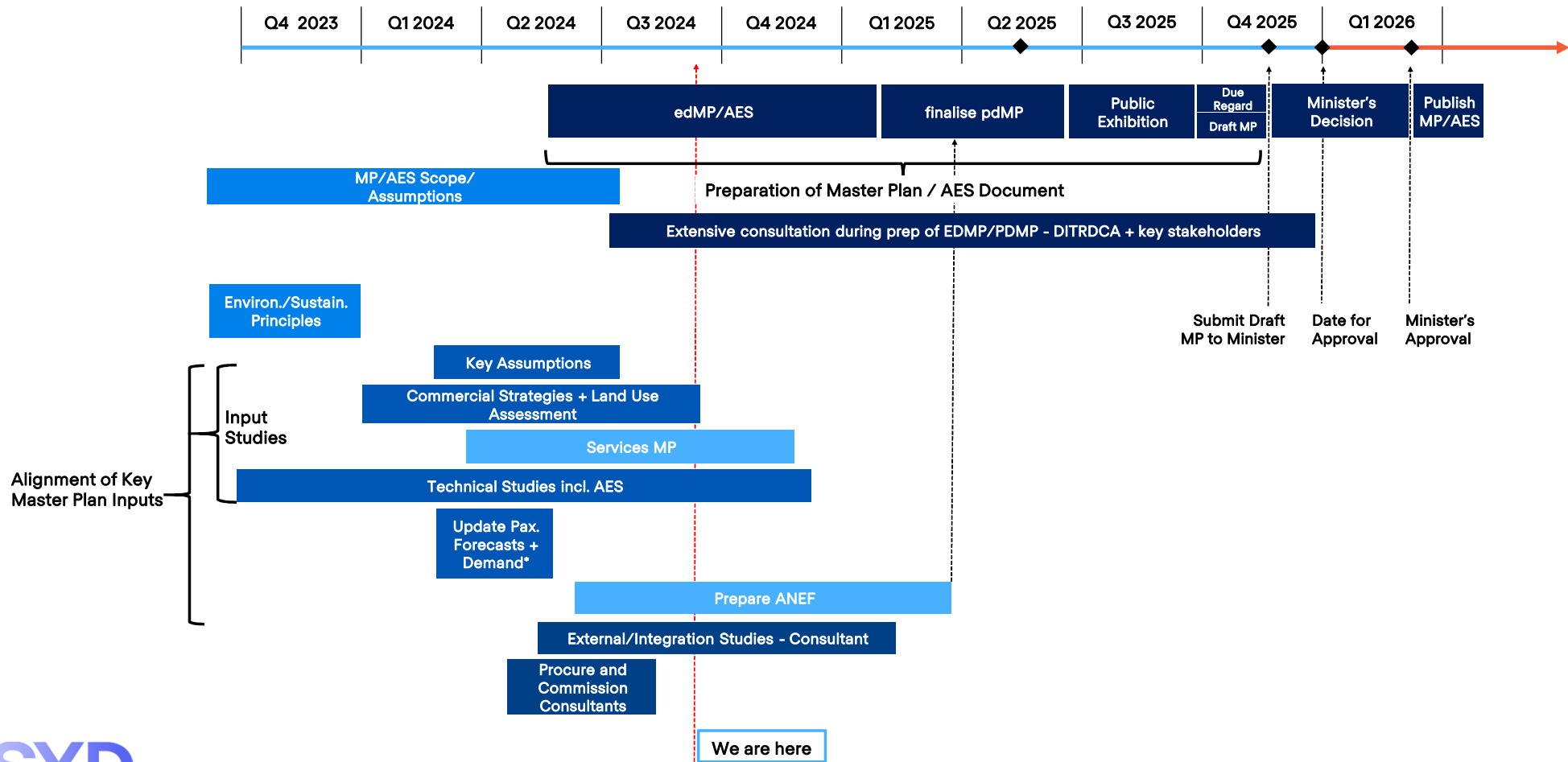


Master Plan contents

Objectives

- Sydney Airport's **Master Plan 2045** will outline the strategic direction for the development of Sydney Airport over the next 20 years
 - SYD is updating MP2039 based on detailed analysis and various development and operational strategies
 - However, changes from the existing approved MP2039 are expected to be minimal
- **Airport Environment Strategy 2025–2030** is a framework for assessing compliance with relevant legislation and standards.
 - It promotes continual environmental improvement and builds upon past legacies. The Strategy aims to improve sustainability by minimising Sydney Airport's environmental footprint
- Master Plan And AES will also include:
 - Plans for managing aircraft noise intrusion in significantly affected areas
 - 5 and 20-Year Ground Transport Plan
 - A framework for assessing compliance at the airport with relevant environmental legislation and standards
 - Land-use plan
 - SYD's sustainability and decarbonisation initiatives
 - How SYD will enhance resilience to climate impacts
 - Support for appropriate access for people with a disability

MP & AES – Programme



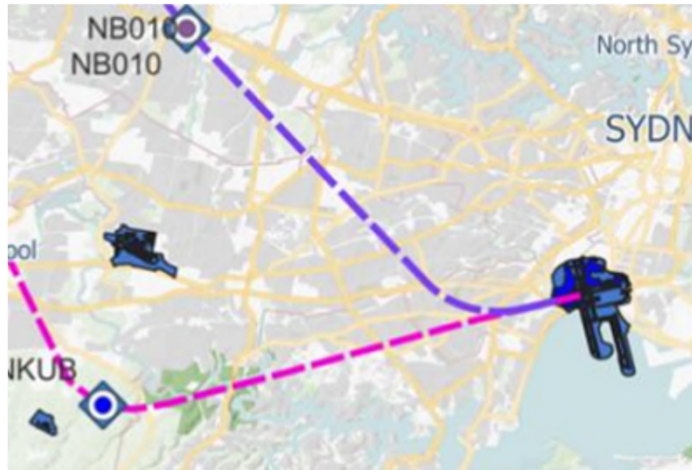
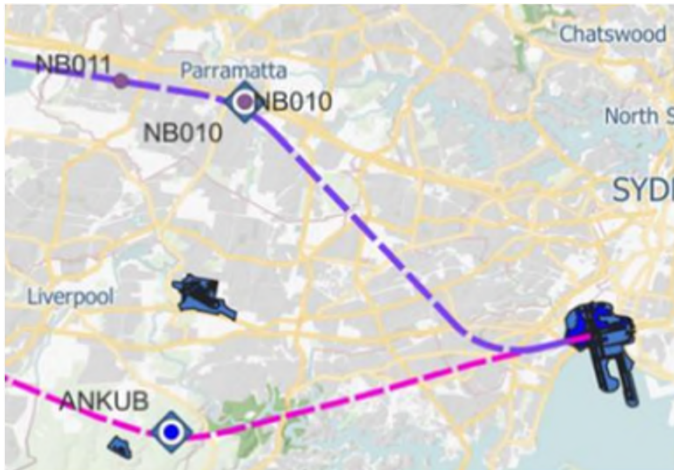
Key Assumptions

Assumptions consider the impact of WSI, and current regulatory/operational constraints

Element	Assumption
WSI	<ul style="list-style-type: none"> • SYD remains Sydney and Australia’s international and domestic gateway • WSI commences operations at the end of 2026 • WSI airspace and flight paths EIS: facilitated changes to SYD flight paths to be reflected in SYD's new ANEF.
Regulatory and Operational Constraints	<ul style="list-style-type: none"> • Key existing regulatory constraints remain unchanged • All current runways remain available for RPT operations, utilisation subject to safety, demand/capacity and noise sharing
Planning Assumptions	<ul style="list-style-type: none"> • Similar to Master Plan 2039 • Aviation-related land uses to have highest priority • Integrated operations in T2/T3 precinct, international services only in T1 precinct • Need to address the requirements of the National Airports Safeguarding Framework
Ground Transport and Access	<ul style="list-style-type: none"> • Ground transport and land use assessed based on airport and non-airport demand, sustainable transport initiatives • Mode share survey update and traffic modelling to inform current and future planning requirements
Consultation	<ul style="list-style-type: none"> • The Minister will have regard to the appropriateness of the airport’s community consultation processes



SYD flight path changes



SYD

ANEF Process and Timing

- The *Airports Act 1996* defines an Australian Noise Exposure Forecast (ANEF) as one that has been endorsed in the manner approved by the Minister
- This involves preparing a draft ANEF and then consulting with relevant state and local government authorities and giving them an opportunity to comment:
 - All local government authorities wholly or partly within the ANEF 20 contour
 - NSW Department of Planning, Housing and Infrastructure
- Facilitated changes to SYD flight paths to the W and NW of the airport (departures from runway 25 and 34L and arrivals on) brought about by WSI will, if approved in the final WSI flight path EIS, change the ANEF contours in these areas.
- Draft ANEF to be included in preliminary draft master plan, as well as other noise metrics (N70, flight paths and forecast average daily movements and respite periods for each flight path).



Proposed Consultation and Engagement

Proposed consultation and engagement activities	
Consultation and engagement while preparing Master Plan 2045 will occur in three stages:	
1.	Introductory briefings, seeking initial feedback <ol style="list-style-type: none"> a. Agencies of the Australian and NSW Governments b. Sydney Airport Community Forum c. Local state and federal MPs and local government d. Key aviation stakeholders
2.	Statutory public exhibition period (60-business days) <ol style="list-style-type: none"> a. Public notice b. Letters to all key stakeholders advising pdMP is on public exhibition c. Community newsletter (delivered to ~350,000 households) d. Community drop-in sessions e. Notice in community language newspapers f. Digital engagement campaign g. pdMPs exhibited in public locations
3.	Giving due regard to all comments received and revising preliminary draft to produce draft master plan which is submitted to the Minister

Pre-Exposure Draft Engagement	
Stakeholder category	Specific stakeholders
Australian Government agencies	Department of Infrastructure, Transport, Regional Development, Communications and the Arts; Airservices Australia; CASA; Department of Climate Change, Energy, the Environment and Water
Offices of relevant Australian Government Ministers and their respective shadows	Transport and Infrastructure; Tourism; and Home Affairs portfolios
NSW Government agencies	Department of Premier and Cabinet; Transport for NSW; Department of Planning, Housing and Infrastructure; and Destination NSW
Offices of relevant NSW Government Ministers and their respective shadows	Transport; Tourism; Roads; Planning and Regional NSW portfolios
Local federal and state MPs (or their offices)	Federal MPs: MPs for Grayndler; Reid; Sydney, Bennelong; Kingsford Smith; Barton; Cook; Wentworth; Watson; North Sydney; and Bradfield. Other MPs in Sydney basin on request State MPs: Summer Hill; Heffron; Rockdale; Maroubra; Coogee; Newtown; Sydney; Vaucluse; Balmain; Canterbury; Cronulla; Drummoyne; Kogarah; and Lane Cove. Other MPs in Sydney basin on request
Local government (at officer level initially, then councillors on request)	All councils whose LGA lies wholly or partly with the ANEF20 contour (8) and other Sydney basin councils on request
Aviation	Key airlines; BARA; freight handlers; GA operators, helicopter operators and NSW Air Ambulance
Others	Sydney Airport Community Forum; NSW Ports; and key business/tourism/property stakeholders (TTF, Australian Logistics Council; Australian Tourism Export Council; Business Sydney; Property Council etc.)



Ground transport update

- Sydney Gateway opened on 1 September 2024, operating well to date
- Five-year investment program to transform car park experience in all SYD car parks, including Blu Emu
 - Licence plate recognition to deliver faster entries and exits and upgrades to 63 entry and 53 exit points
 - New real-time parking guidance system to guide passengers to a parking spot more easily
 - Introduction of ticketless parking, removing the need to print 15,000 tickets and 5,000 receipts every day
- Rideshare now represents 50% of all pick-ups at SYD, a significant increase from 39% in 2023, and Uber accounts for a large majority of these trips per month.
 - Sydney Airport and Uber launch new kerbside pick-up zone located 20 metres from doors to the International terminal on 24 September
- NSW Government has enabled the pick-up zone to leverage Uber's PIN technology, only available at Sydney Airport and a first for NSW
- New arrangements will improve passenger experience, reduce wait times and congestion, and increase pedestrian safety
- New, dedicated holding area for Uber drivers closer to the terminal, will help to address the challenge of rideshare vehicles parking on local suburban streets while waiting for airport trips.

Airservices Update

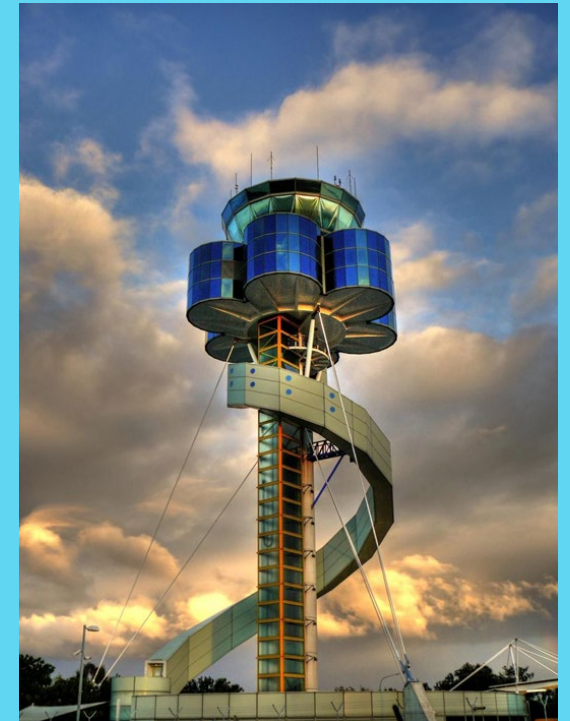
Sydney Airport Community Forum

SACF

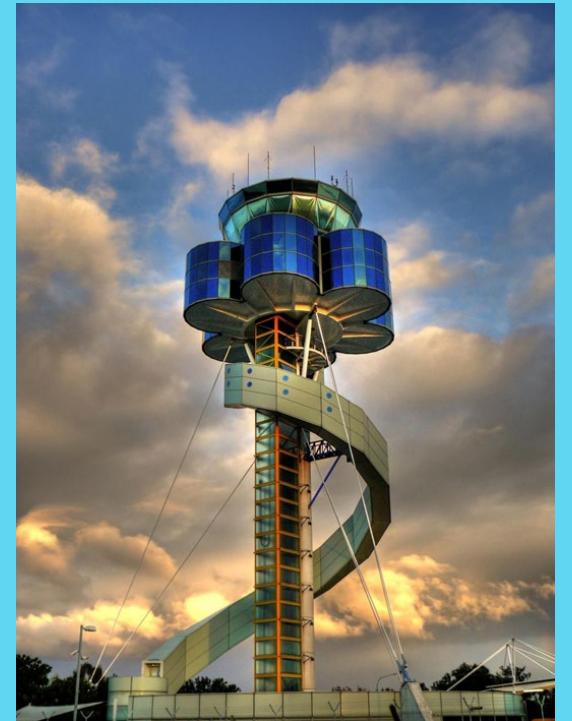
23 September 2024

Talking Points

- Air traffic movements Sydney Airport
- Noise monitors and WebTrak
- Noise Complaints and Information Service (NCIS) summary
- IMC update
- Mode 9 update
- LTOP Discussion



IMC update



IMC – SACF Report

- There were no Cap breaches in Q2 2024
- All curfew matters were reported to the Dept.
- The following slides show performance for June, July and August

- Operational Matters
 - Marub SID gate plot shows no significant change and improved in 2024
 - Noise monitoring in place in Kurnell for at least six months
 - Sydney Tower operations impacted by Stop Bar rule changes and work underway to mitigate the impact of the change

LTOP Performance June 2024

Preview

LTOP

Mode Usage

Total Runway Movements

2024		2023	
Jun-24	May-24	Jun-23	May-23
23,226	25,811	25,251	25,974
Total		Total	
774	833	842	838
Daily Avg		Daily Avg	

Runway End Impact LTOP Targets Long Term Operating Plan

The two fundamental factors which influence the selection of a runway and therefore the LTOP targets are forecast or prevailing weather and traffic levels

	LTOP Target	Jun-24	May-24
North	17%	▲ 34.49%	▼ 38.93%
South	55%	▼ 51.30%	▼ 52.11%
East	13%	▲ 13.40%	▲ 8.94%
West	15%	▼ 0.81%	▲ 0.02%

▼ ▲ LTOP Target VS Jun-24 ▼ ▲ Jun-24 VS May-24

Mode Utilization

Number of days individual mode used in excess of 9 hours

27

Airport Mode	Days
Mode 10	15
Mode 9	12

8.64%

Usage of LTOP runway modes on non-curfew hours

16 PRM Operations Precision Runway Monitor

Days procedure used

ATIS time

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30

0
0

hours
minutes

If you have questions about this report please contact:
Noise Complaints and Information Service
Noise Complaint, enquiry and Feedback Form:
<https://www.airservicesaustralia.com/community/environment/aircraft-noise/about-making-a-complaint/>
Web: <http://www.airservicesaustralia.com/aircraftnoise/>

LTOP Performance July 2024

Preview

LTOP

Mode Usage

Total Runway Movements

2024		2023	
Jul-24	Jun-24	Jul-23	Jun-23
26,480	23,226	26,620	25,251
Total	Total	Total	Total
854	774	859	842
Daily Avg	Daily Avg	Daily Avg	Daily Avg

Runway End Impact LTOP Targets

Long Term Operating Plan

The two fundamental factors which influence the selection of a runway and therefore the LTOP targets are forecast or prevailing weather and traffic levels

	LTOP Target	Jul-24	Jun-24
North	17%	▲ 33.73%	▼ 34.49%
South	55%	▼ 49.31%	▼ 51.30%
East	13%	▲ 14.34%	▲ 13.40%
West	15%	▼ 2.61%	▲ 0.81%

▼ ▲ LTOP Target VS Jul-24
 ▼ ▲ Jul-24 VS Jun-24

Mode Utilization

Number of days individual mode used in excess of 9 hours

29

Airport Mode	Days
Mode 10	15
Mode 9	13
Mode 13	1

11.65%

Usage of LTOP runway modes on non-curfew hours

16 PRM Operations

Precision Runway Monitor

Days procedure used

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

ATIS time

0
0

hours minutes

If you have questions about this report please contact:
 Noise Complaints and Information Service
 Noise Complaint, enquiry and Feedback Form:
<https://www.airservicesaustralia.com/community/environment/aircraft-noise/about-making-a-complaint/>
 Web: <http://www.airservicesaustralia.com/aircraftnoise/>

6

LTOP Performance August 2024

Total Runway Movements

2024		2023	
Aug-24	Jul-24	Aug-23	Jul-23
25,083 Total	26,480 Total	26,774 Total	26,620 Total
809 Daily Avg	854 Daily Avg	864 Daily Avg	859 Daily Avg

Runway End Impact LTOP Targets

Long Term Operating Plan

The two fundamental factors which influence the selection of a runway and therefore the LTOP targets are forecast or prevailing weather and traffic levels

	LTOP Target		Aug-24		Jul-24
North	17%	▲	31.52%	▼	33.73%
South	55%	▼	51.49%	▲	49.31%
East	13%	▲	16.05%	▲	14.34%
West	15%	▼	0.93%	▼	2.61%

▲ LTOP Target VS Aug-24 ▼▲ Aug-24 VS Jul-24

Mode Utilization

Number of days individual mode used in excess of 9 hours

29

Airport Mode	Days
Mode 9	18
Mode 10	10
Mode 13	1

8.65%

Usage of LTOP runway modes on non-curfew hours

16 PRM Operations

Precision Runway Monitor

Days procedure used

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

ATIS time

0

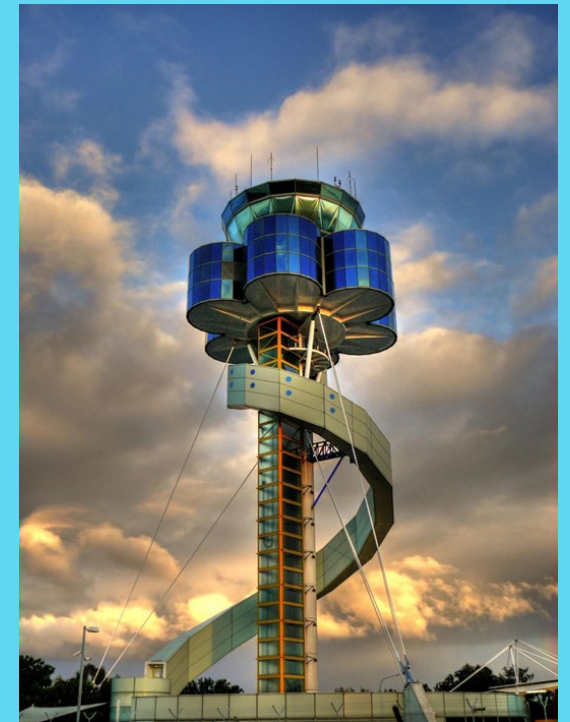
hours

0

minutes

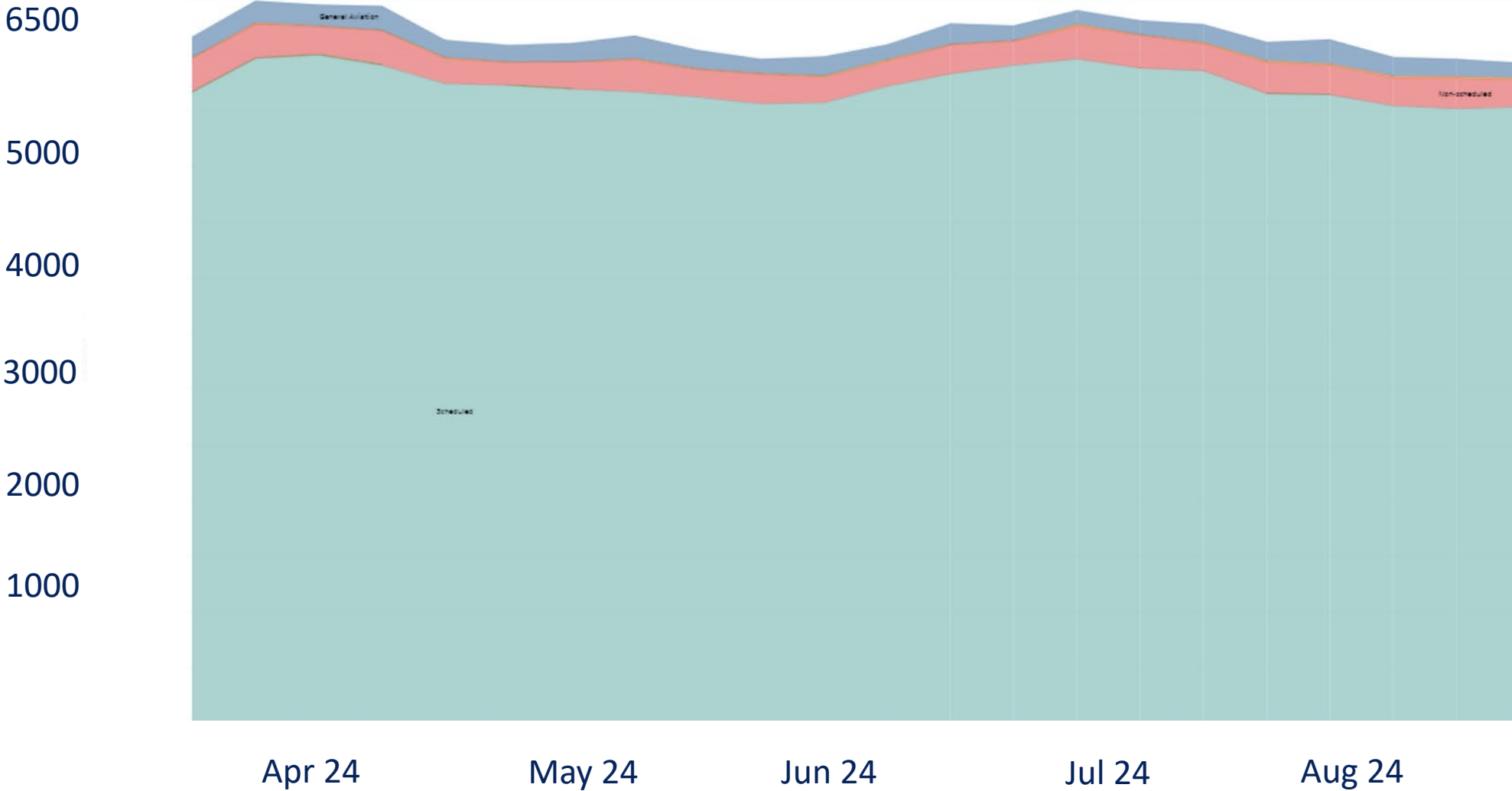
If you have questions about this report please contact:
Noise Complaints and Information Service
 Noise Complaint, enquiry and Feedback Form:
<https://www.airservicesaustralia.com/community/environment/aircraft-noise/about-making-a-complaint/>
 Web: <http://www.airservicesaustralia.com/aircraftnoise/>

Noise Complaints and Information Service (NCIS) summary



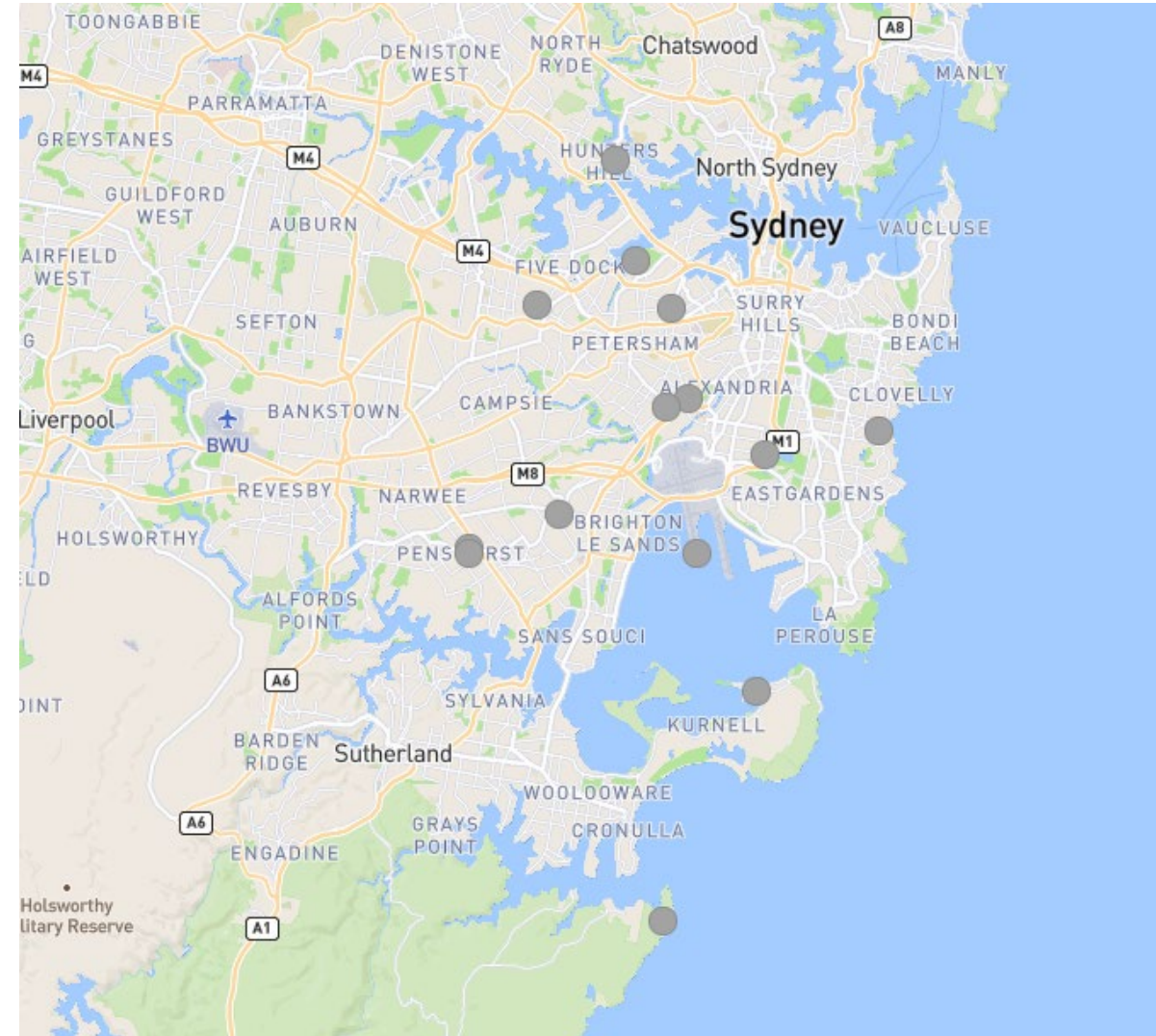
AIR TRAFFIC MOVEMENTS (Monthly)

- Flight type:
- General Aviation
 - Non-scheduled
 - Scheduled
 - Military



NOISE MONITORS

- Sydney #36 missed 3hr on 19th February
- Eastlakes missed 10hrs 8th April
- Coogee missed 4hrs 9th April
- Kurnell missed 7hrs 9th April
- Hunters Hill missed 3hrs 10th April
- Croydon missed 4hrs 16th April
- Sydney #36 missed 4hrs 16th April
- Threshold Runway 34 missed 72hrs from 20 May - 23 May
- Outage from 19 June 9pm - 22 June 2024
- Sydney #50 missed 2hr on the 1st July



NCIS UPDATE

June – August 2024

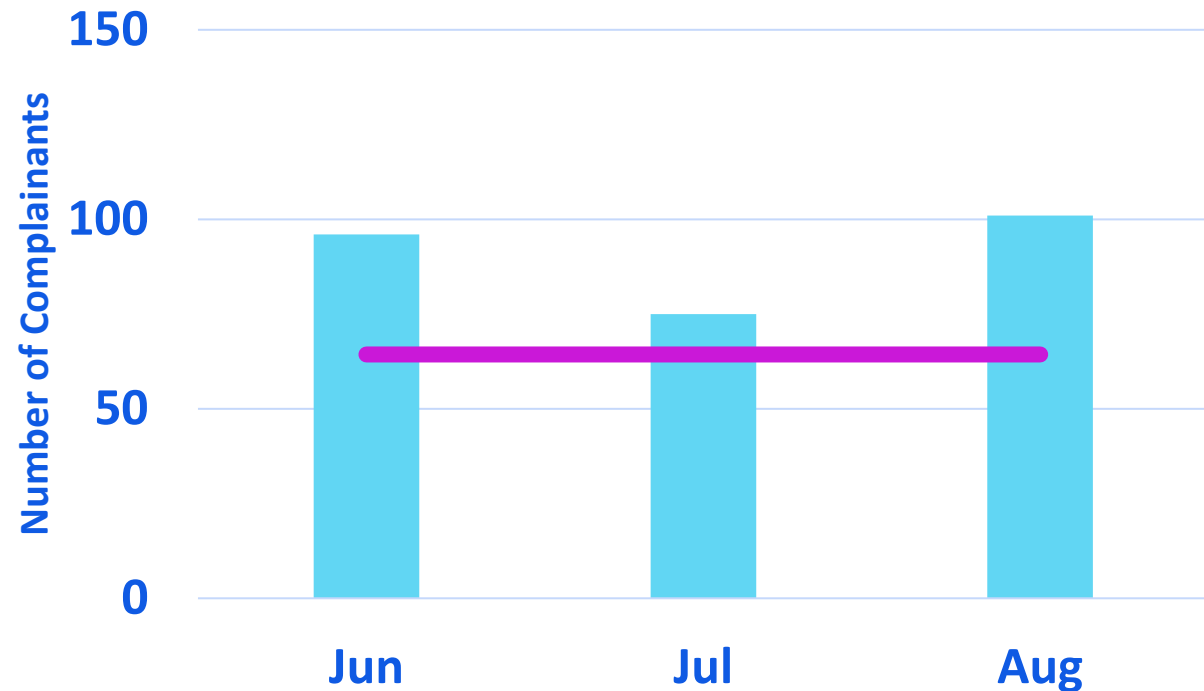
Complainants

- 207 individual complainants
 - 1752 contacts
 - 123 new complainants

Suburb

- 150 Suburbs recorded a complainant
 - Bella Vista – 57
 - Winston Hills – 7
 - Stanmore – 5
- 69 suburbs recorded a single complainant

■ Number of Complainants per month — 3-YR Average

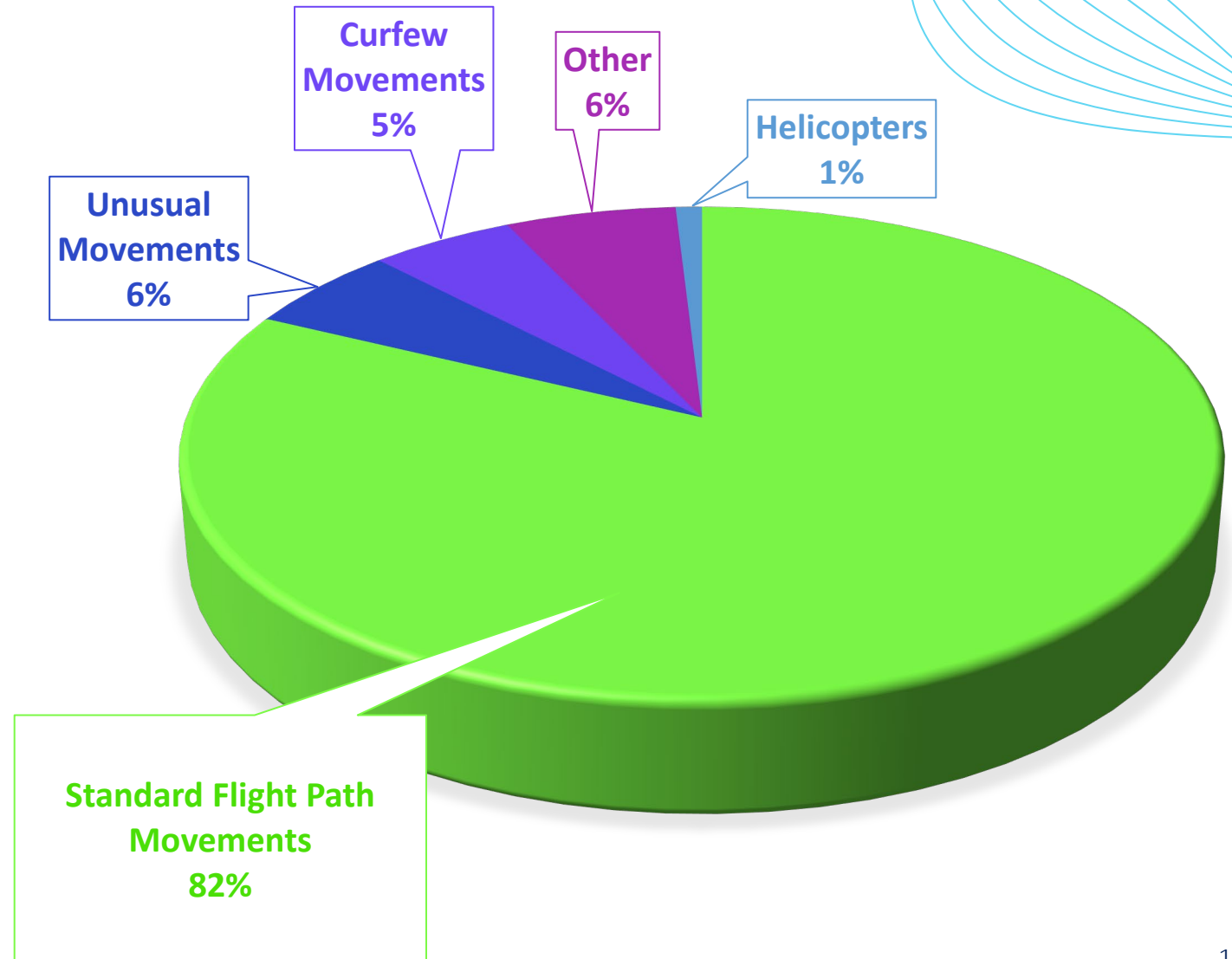


NCIS UPDATE

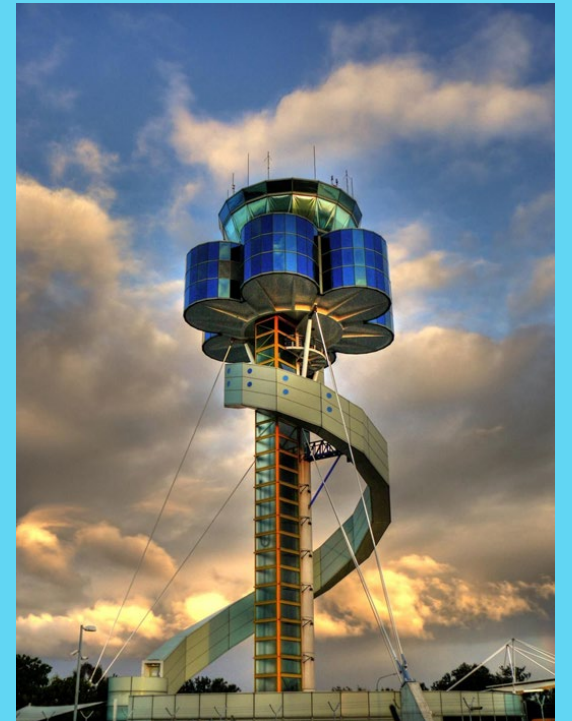
June – August 2024

Issues

- Standard flight path movements
 - Runway 34L departures – 78
 - multiple runway directions – 35
 - Runway 34R departures – 21
 - Runway 16R arrivals – 19
 - Runway 16L arrivals – 12
 - Runway 25 arrivals – 5
 - Runway 34L arrivals – 5
 - Runway 25 departures – 3
 - Runway 34R arrivals - 2
 - Runway 07 arrivals – 1
- Unusual movements
 - weather diversions – 8
 - radar departures – 3
 - traffic management – 1
- Curfew movements
 - permitted movements – 6
 - emergency services – 3
 - dispensation – 2



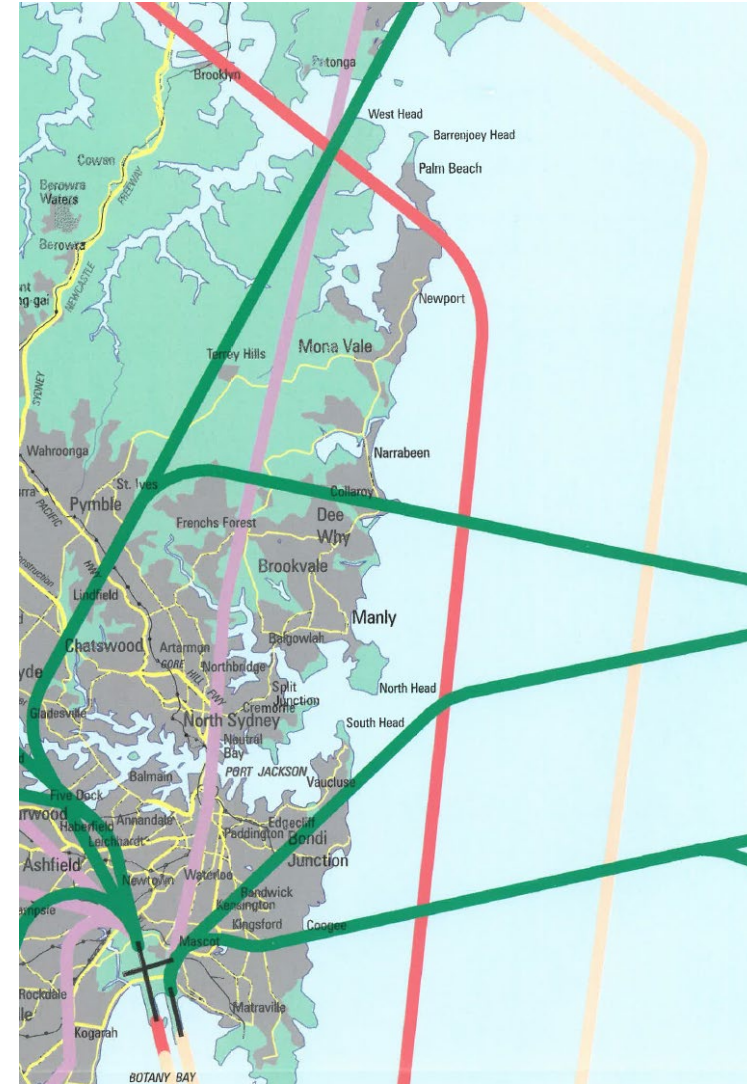
Mode 9 update



YSSY Mode 9

LTOP flight paths

- IMC action to investigate feasibility of introducing the general structure of Mode 9 arrival flight paths, specifically with a goal to reduce residential overflight noise of the north.
- The offshore STAR structure originally proposed in 1997 had commonality with Modes 1, 2, 5, 6, 7, 8, 13, 15 and 16.
- Relevant changes in last 25 years:
 - Non-jet aircraft performance mix at YSSY
 - Runway peak demand balancing
 - RNAV mandate and PBN design options



LTOP mode 9 original concept flight paths (1997)

IMC Mode 9 work to date

What has been done to progress the concept

- Improved north vs east STAR strategic separation
- North & east STARs linked to final
- Relocation of northern STARs offshore
- Higher Maroubra crossing height for departures expected
- Greatly improved STAR vertical profile (close to CDO)
- Greatly improved SW/SE SID vertical profile (CCO)
- Improved E/NE SID vertical profile (CCO to 9000+)



Safety



Environment – noise & emissions



Efficiency – time & distance

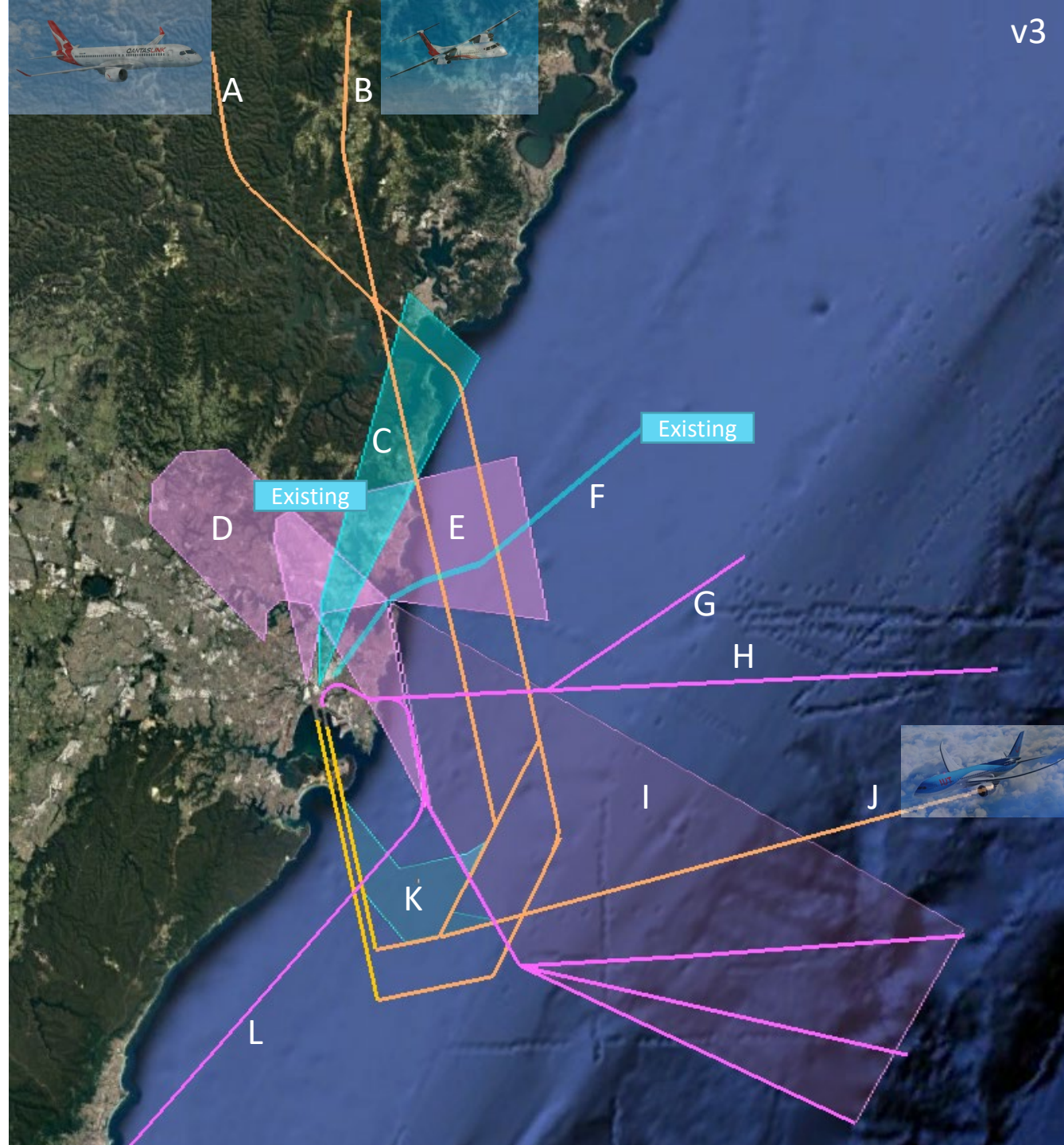
- Shortening of eastern STARs direct base
- Shortening of 34R WOL (Melbourne) SIDs

STAR MARLN 34R	=	9NM / 2 min
STAR MARLN 34L	=	18NM / 5 min
SID MARUB 34R	=	16NM / 4 min

Mode 9 flight paths

(IMC proposal v3 – 31/7/23)

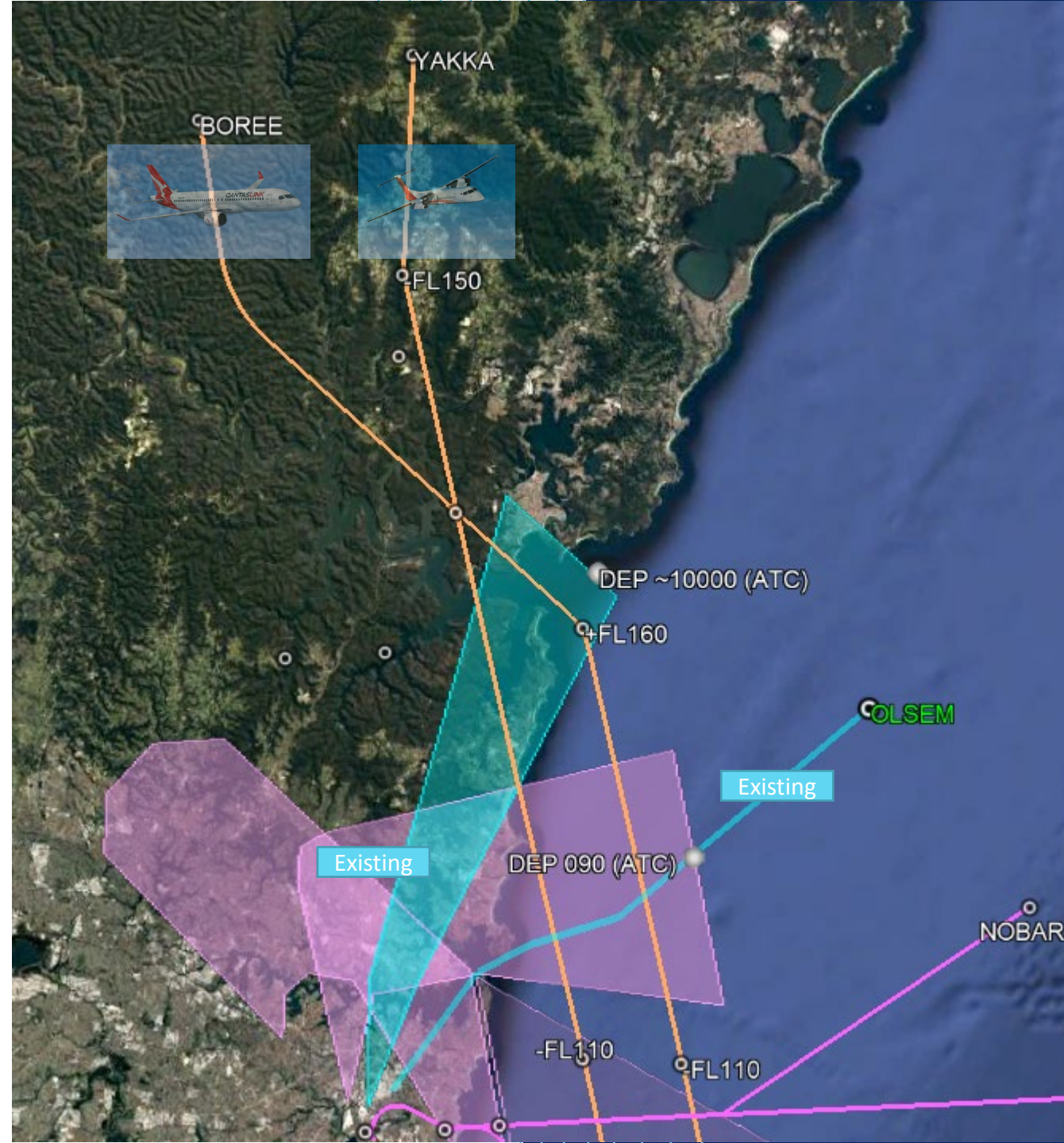
- A. Jet arrivals from north (BOREE)
- B. Non-jet arrivals from north (YAKKA)
- C. Non-jet departures 34R to north (under STARs)
- D. Jet departures 34L to south east (CCO over STARs)
- E. Jet departures 34L to north east (under STARs)
- F. Jet departures 34R to north east (under STARs)
- G. Departures 34R to north east (under STARs)
- H. Departures 34R to south east (CCO over STARs)
- I. Departures to south east direct tracking area
- J. Arrivals from east (MARLN) direct base (CDO)
- K. Final approach vectoring 34R
- L. Departures 34R to south west (WOL)



Mode 9 flight paths (v3)

Altitudes north of YSSY

- Arrivals will be on a higher and generally continuous descent profile. Level restrictions assure strategic separation.
- Non-jet arrivals are pushed down to FL150 near Peats Ridge.
- Jet arrivals are kept above FL160 until Broken Bay.
- Non-jet departures can be provided earlier climb than today, higher over northern beaches. ATC may need to restrict climb as low as 10,000FT near Broken Bay. Lateral tracking not required to change.
- Jet departures 34R to north east can be provided earlier climb than today. ATC may need to restrict climb to as low as 9,000FT until 18NM north east. Lateral tracking not required to change.

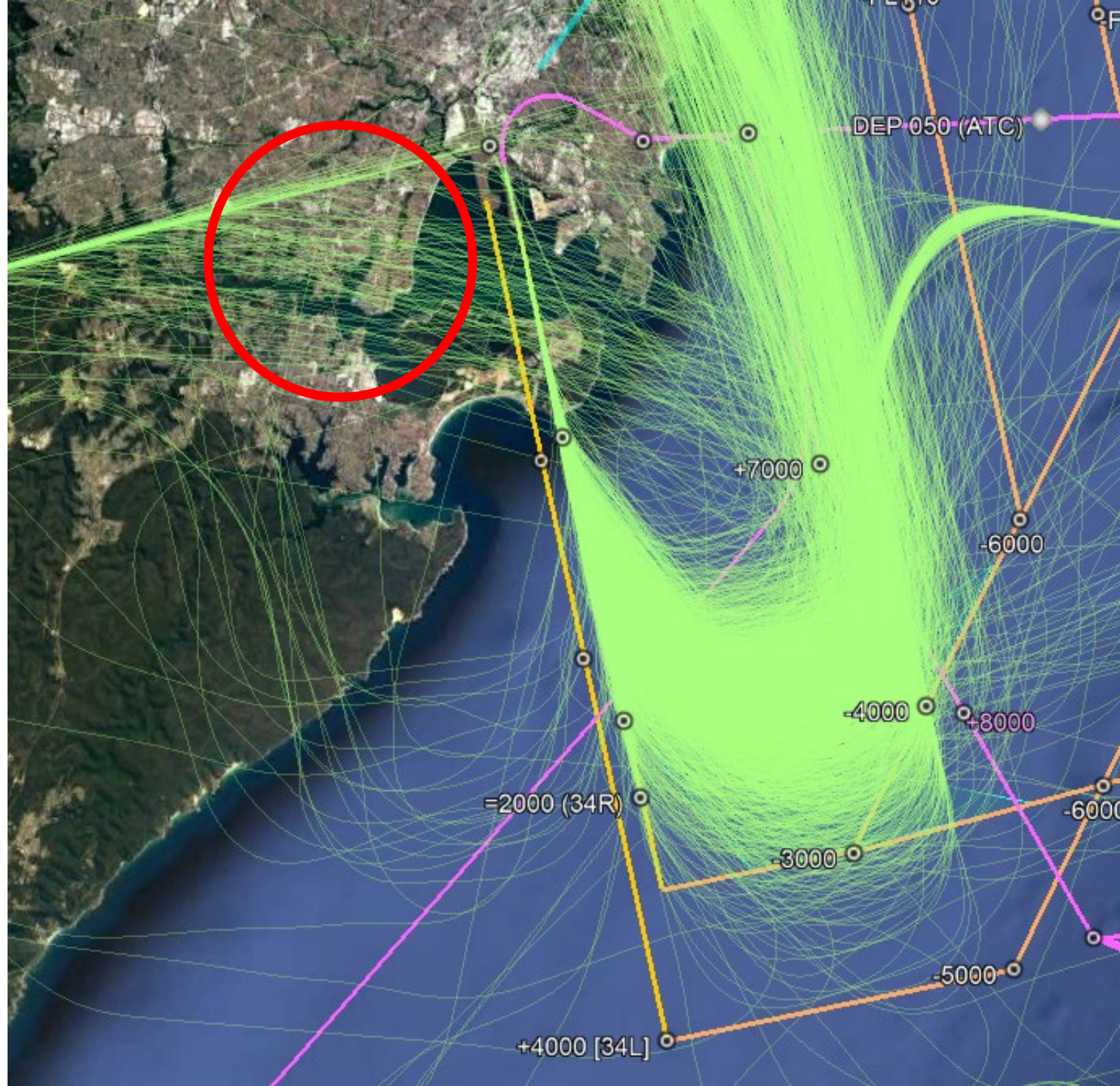


Mode 9 flight paths (v3)

34R arrivals from south west

Unresolved issue. Mostly occurs when arrival demand for 34L jets from south west and those requiring it from the north and east don't leave sufficient capacity for non-jet arrivals from the south west.

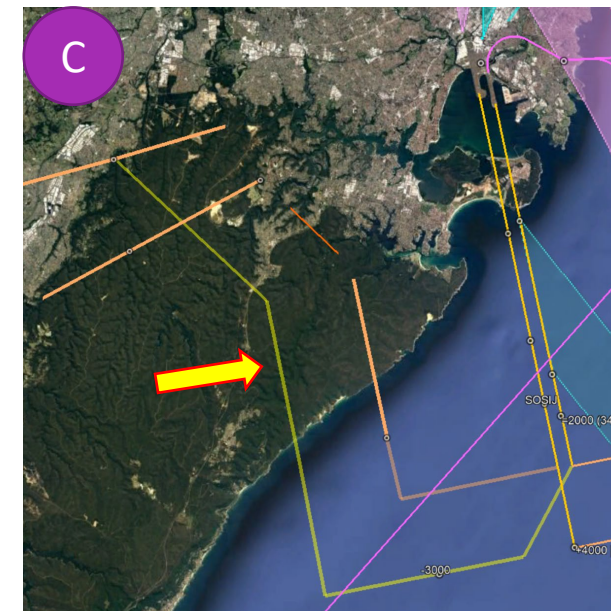
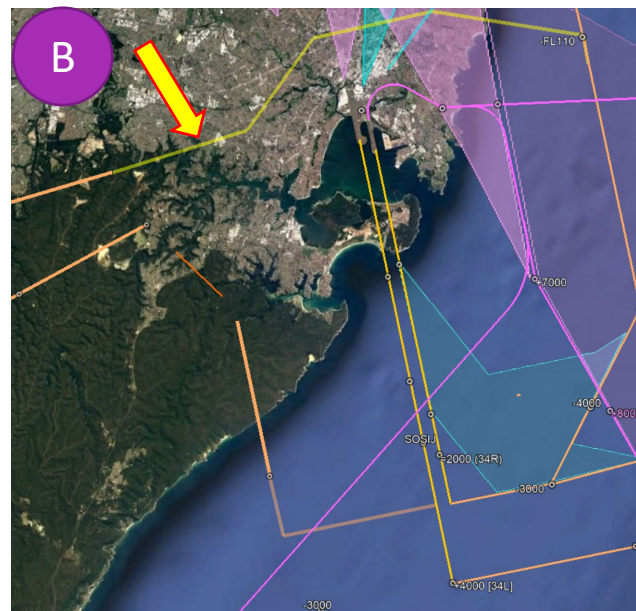
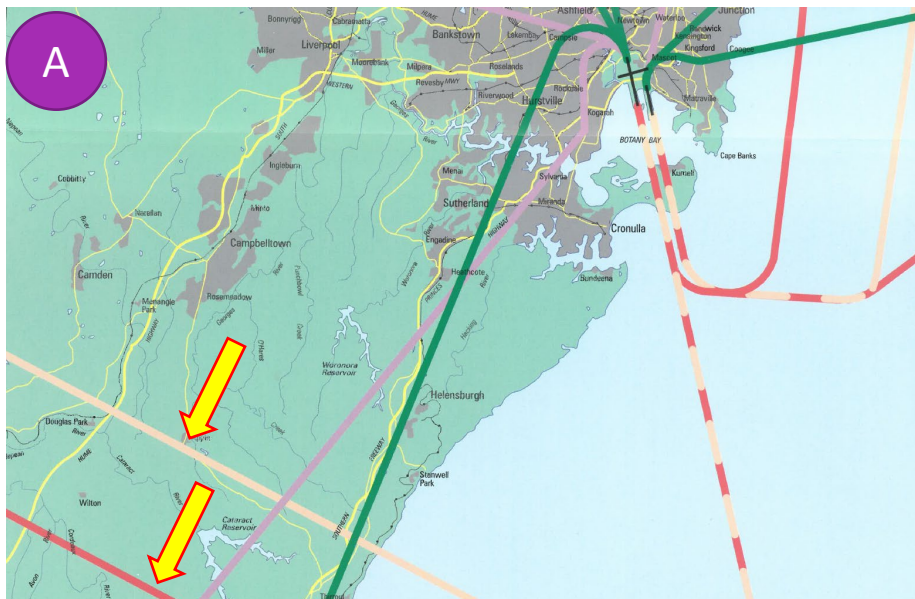
- Overflight circuit from south west via ATC vectors not compatible with proposed design.
- Currently required for Mode 7 for most ODALE arrivals
- Currently required for best sequencing efficiency M9



IMC Mode 9 outstanding flight path design

South west STARs

May require repositioning. Some options



LTOP mode 9 original concept flight paths (1997).

Wide crosswind join onto wide right circuit.

Early downwind onto wide left circuit.

Both jet & non-jet STARs changed, newly overflown communities.
May permit CCO for 34L SW non-jet & 25 SW jets (M7) depts.

Most additional track miles.
More non-jet residential overflight.

34L Non-jet SW departures penalised.
25 (M7) SW jet departures penalised.

IMC Mode 9 work to date

Decisions & work remaining

- Assuming arrival runway balancing maintains capacity, concept will need further design work
- Concept simulator validation:
 - ATC TMA and enroute (Airservices action?)
 - Airline (QF/VA action?)
- What level of change appetite does SACF have?
 - Endorse proposed concept?
 - Acknowledge need for additional change (ODALE)?
 - On hold pending WSIA design process



Technical assurance

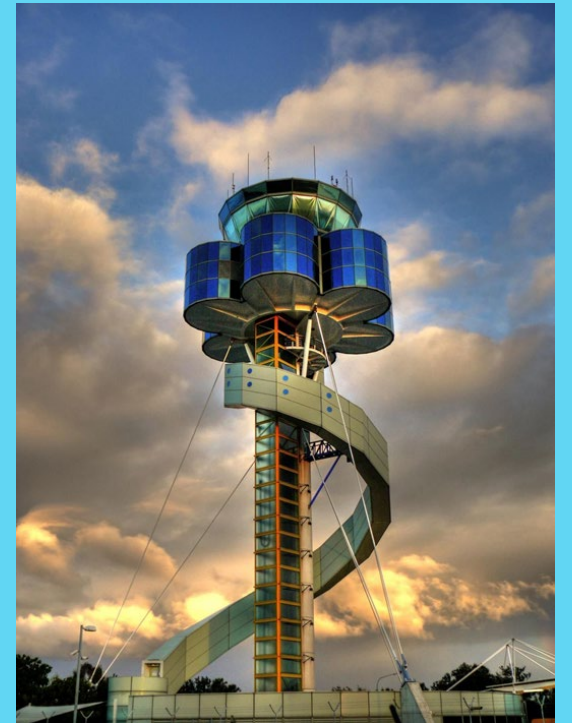


Capacity



Additional flight path changes

LTOP Discussion



LTOP Background

- There are 3 pillars that LTOP is based on in order of priority:
 - Safety of aircraft operations
 - Capacity within the 80-movement cap
 - Environment which is noise sharing through the application of noise sharing modes, i.e. Modes 1, SODPROPS, 5, 7 and 14a
- LTOP set four runway end targets: 17% of movements to the North of the Airport, 13% of movements to the East of the Airport, 15% of movements to the West of the Airport, 55% of movements to the South of the Airport
- Noise sharing modes are heavily dependent on weather and traffic conditions. The modelling for mode capacity undertaken 27 years ago requires review particularly with the changes in fleet mix, increases in narrow body aircraft for short haul international flights, use of smaller jet aircraft on some domestic routes, reduction in large widebody aircraft such as the A380 and increase in twin engine wide body aircraft such as the A350 and 787
- A comparison of runway end targets for 1998, 2017 and 2023 shows only minor variations, with the exception of the west target:

Year	North	Target	South	Target	East	Target	West	Target
1998	28	17	52	55	11.2	13	8.4	15
2017	33	17	51	55	14.4	13	1.3	15
2023	33	17	51	55	15.1	13	1.3	15

- The last review of the performance of LTOP was conducted in 2006, Airservices will commission a review our performance against LTOP and identify areas to increase the opportunities for noise sharing without compromising operational safety

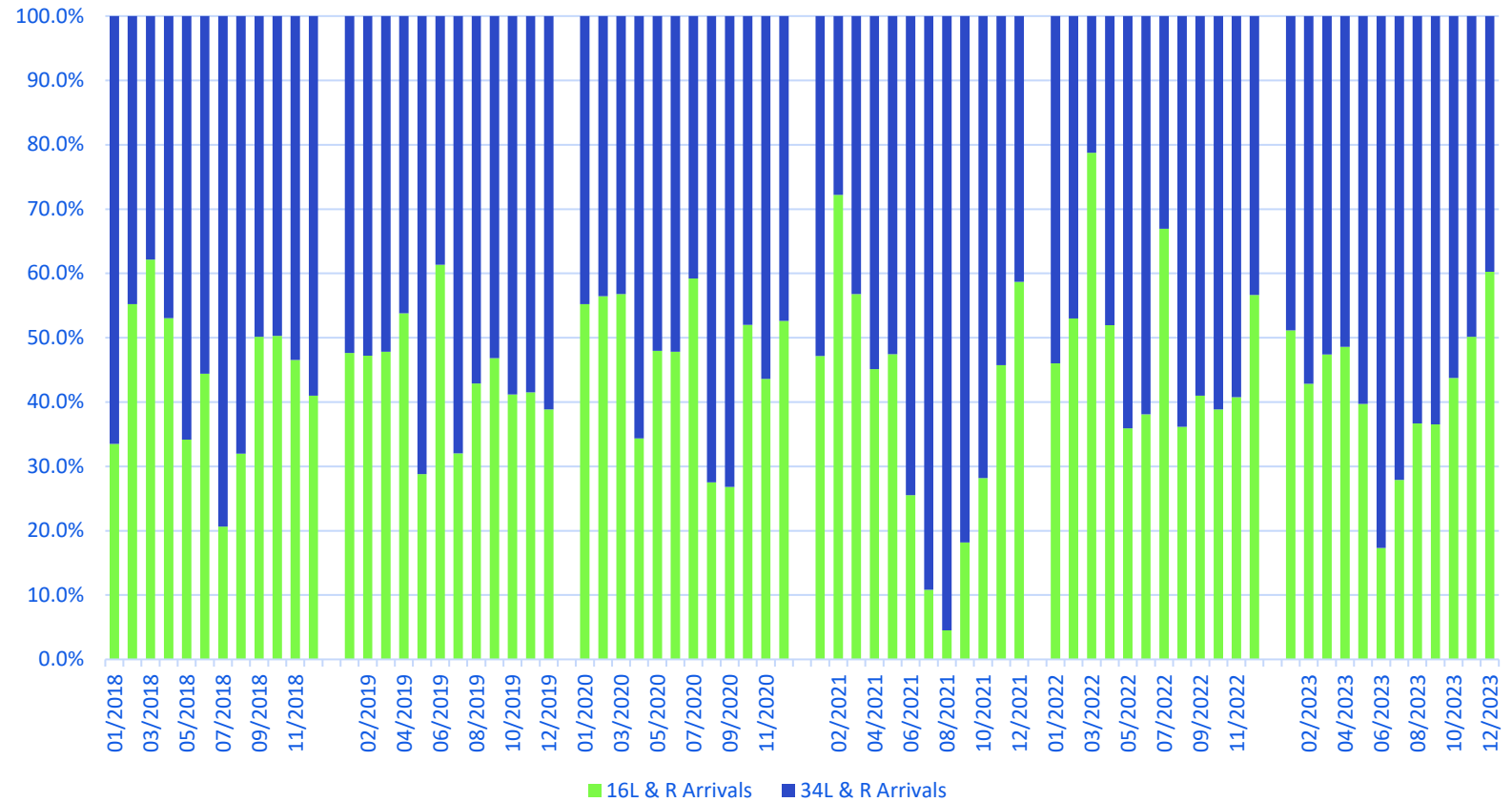
LTOP discussion

Generally, there is a mixed use of 16 and 34 parallel that is seasonal

July is typically associated with more 16 arrivals

Parallel runway arrival split 16/34

Jan 2018 to Dec 2023

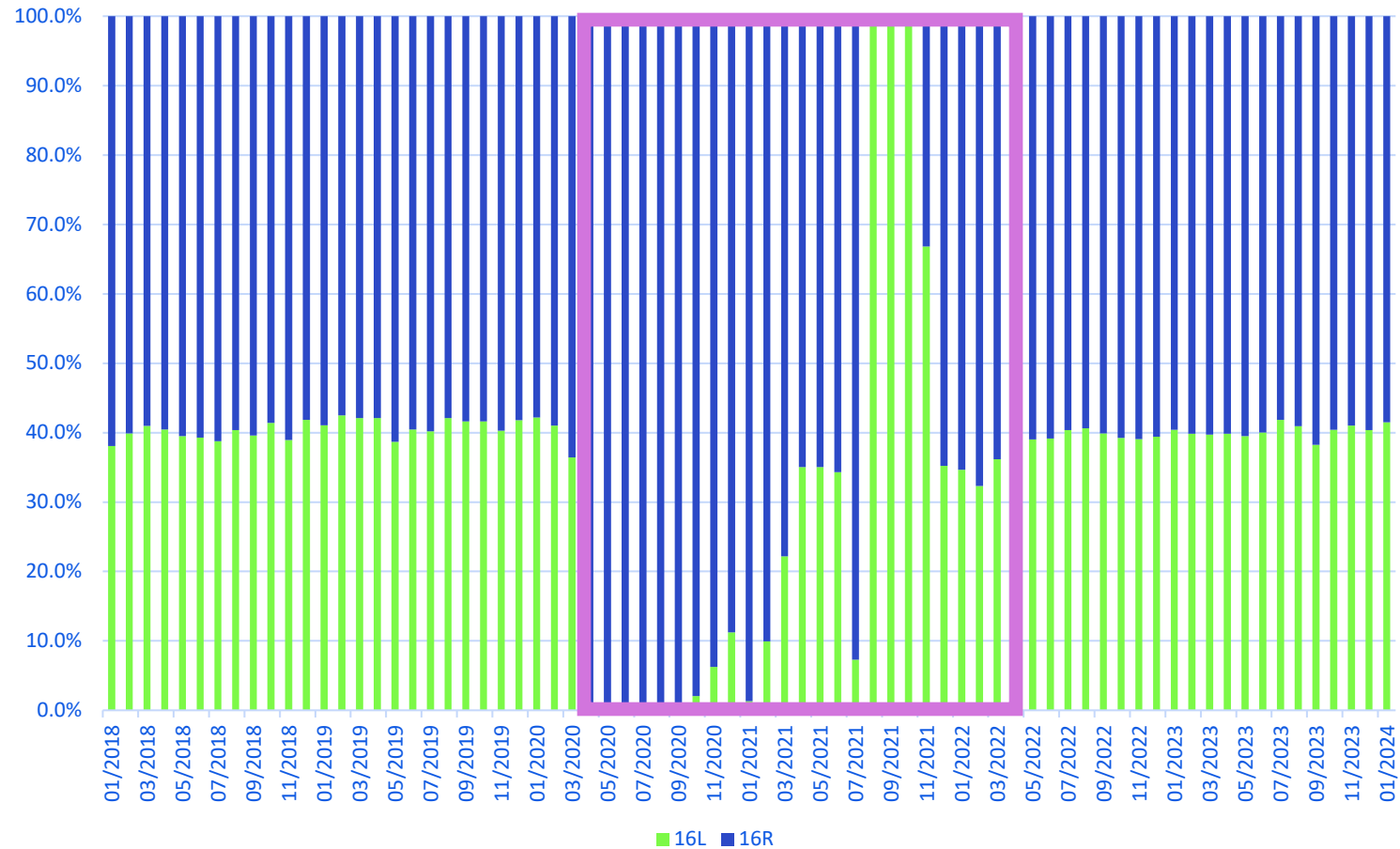


LTOP discussion...

Generally, 60/40 split in favour of 16R when in 16 parallels

16L & 16R Arrival Split

Jan 2018 to Dec 2023



COVID & Recovery period

THANK YOU

AIRCRAFT NOISE & COMMUNITY HEALTH

SYDNEY AIRPORT COMMUNITY FORUM

23 SEPTEMBER 2024

Tony Williams

Environmental Impact Reports Pty Ltd
Executive Director

Former Aviation Community Advocate



OBJECTIVE

THIS PRESENTATION WILL DEMONSTRATE:

- The effects of aircraft noise on community health are no longer disputed.
- The full extent of these effects do not appear to be understood by NASAG, the Department of Infrastructure and Airservices Australia.
- As a consequence, after property acquisitions, insulation and a range of mitigation measures – the absolute necessity to share unavoidable aircraft noise, as fairly and equitably as practicable - is being virtually ignored.
- The results of continuing research into appropriate measures and tolerance levels need to be kept under constant review, reported, communicated and acted upon.

CURRENT NOISE EXPOSURE IS OVER DOUBLE WHAT LTOP INTENDED

IN THE FEDERAL ELECTORATES OF:

- Bennelong
- Bradfield
- Grayndler
- Kingsford Smith
- North Sydney
- Reid
- Sydney
- Wentworth

Residents exposed to aircraft noise from “parallel runway” flight paths are currently receiving more than twice as much noise as LTOP intended (as a percentage of time).

Parallel Runway Use in 2023 Compared With LTOP

- **Intended** 24% mode 9 + 15.5% mode 10 = **39.5%**
- **Actual** 50.9% mode 9 + 40.8% mode 10 = **91.7%**



PART – A

the effect of aircraft noise on human health
has been an issue of concern for more than
50 years



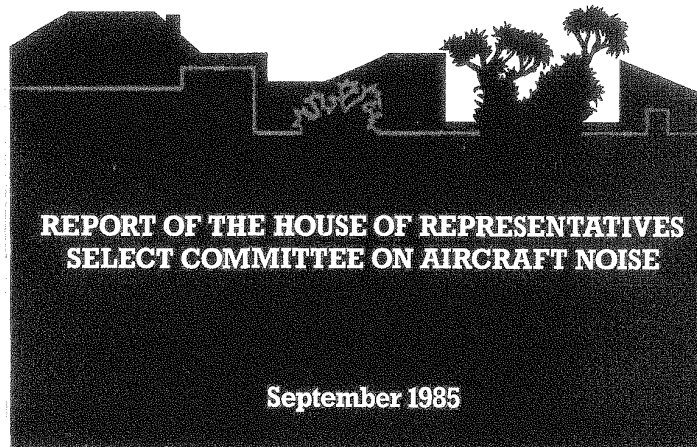
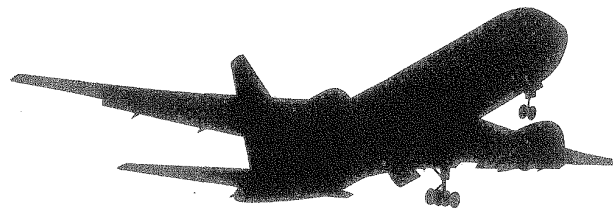
**REPORT FROM
THE HOUSE OF REPRESENTATIVES
SELECT COMMITTEE
ON
AIRCRAFT NOISE**

OCTOBER 1970

THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA
1970—Parliamentary Paper No. 236



**Aircraft Operations
and the
Australian Community**



The Senate

Rural and Regional Affairs
and Transport
References Committee

The effectiveness of Airservices Australia's
management of aircraft noise

June 2010

AIRCRAFT FLYOVER AND MORTALITY

AIRCRAFT FLYOVER AND MORTALITY

An investigation with the primary objective of determining the likelihood of there being an increase in the mortality, of individuals living under the Sydney (Kingsford-Smith) Airport flight paths, consistent with observations reported by other investigators at other airports around the world.

ENVIRONMENTAL IMPACT REPORTS PTY LTD

P.O. BOX 24 VAUCLUSE
214A OLD SOUTH HEAD RD
VAUCLUSE N.S.W. 2030
TELEPHONE 337 1361

MAY 1979

Within the “affected area”, (defined as that group of Local Government Areas within 10km of Sydney Airport containing residential land sited under one of the flight paths), an increase in the incidence of deaths was observed.

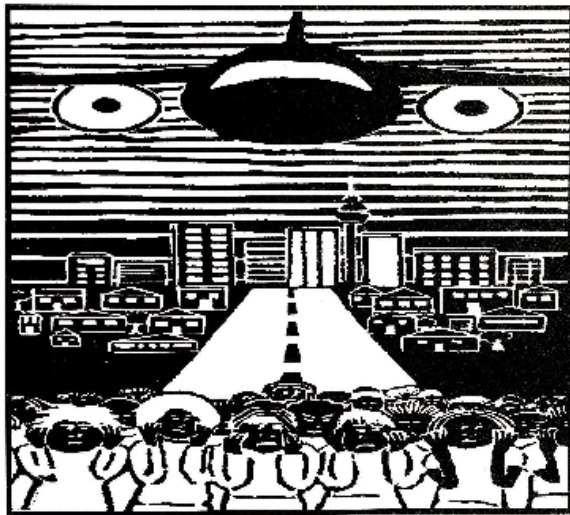
The magnitude of this increase is such that it is not reasonable to attribute the increase to chance alone; it is more reasonable to attribute the increase to some other factor or combination of factors.

EFFECTS OF AIRCRAFT NOISE ON COMMUNITY HEALTH



Falling on Deaf Ears?

Report of the Senate Select Committee
on Aircraft Noise in Sydney



November 1995

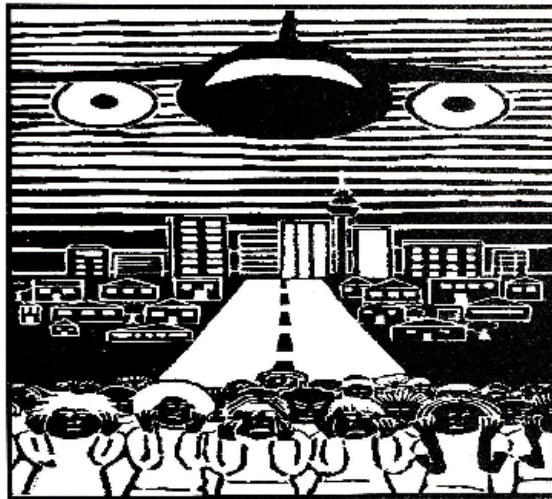
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1995 SENATE SELECT COMMITTEE ON AIRCRAFT NOISE “Falling on Deaf Ears”



Falling on Deaf Ears?

Report of the Senate Select Committee
on Aircraft Noise in Sydney



November 1995

RECOMMENDATION 6.68

- a **long term definitive study** of the health effects of aircraft noise should be undertaken by the Royal Prince Alfred Hospital, and funded by the Commonwealth Department of Human Services and Health.

GOVERNMENT RESPONSE

- The Federal Airports Corporation is currently funding a **baseline study** by the National Acoustic Laboratories and the Schools of Psychology and Public Health at Sydney University, into the health effects of aircraft noise around Sydney Airport. A report on the results of this research is expected early in 1997.

A review of health effects of aircraft noise (Morrell, Taylor, Lyle)

- <https://www.sciencedirect.com/science/article/pii/S1326020023029436/pdf?md5=091810c30517182387edfa987ac432fa&pid=1-s2.0-S1326020023029436-main.pdf>

A review of health effects of aircraft noise

Stephen Morrell and Richard Taylor

Department of Public Health and Community Medicine, University of Sydney

David Lyle

New South Wales Health Department, Sydney

For this review, the possible (nonauditory) health effects have been classified by the authors as: psychological effects, acute physiological effects and effects on sleep, possible chronic cardiovascular effects, effects on morbidity and mortality of populations, and perinatal effects.

The main explanator\pathways proposed for physical health effects of noise is that they may be mediated by stress (including psychological stress), anxiety and or perceived lack of control over the source of exposure’.”

Furthermore, annoyance and cognitive effects of noise, and ideation about the possibility of a crash in the context of aircraft noise may merge into psychological effects, particularly in the presence of additional effect modifiers (property ownership, attitudes), which may then cause physical effects.



PART - B

the nature and extent of aircraft noise
impacts on human health are now better
understood in the rest of the world

WORLD HEALTH ORGANISATION – Page 149

Compendium of WHO
and other UN guidance on
health and environment

2022 update

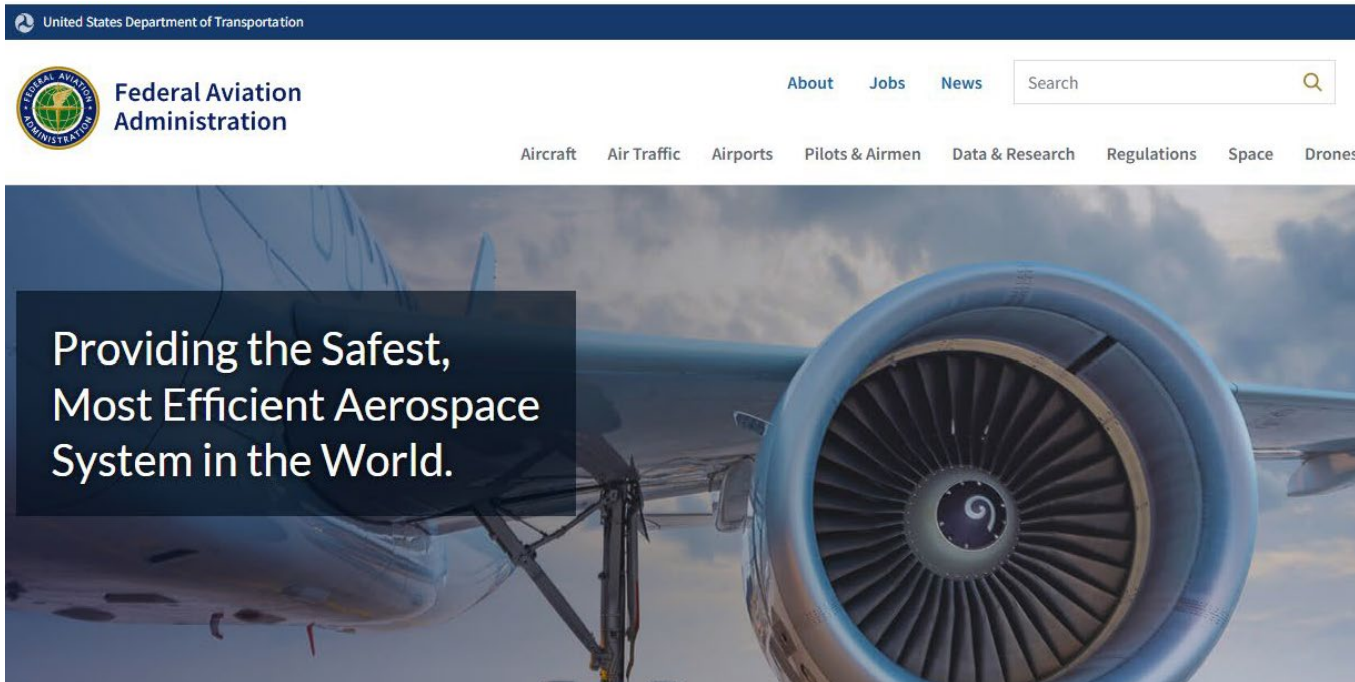


For average noise exposure, the following sound pressure levels are recommended:

- < 45 dB Lden for aircraft noise
- < 40 dB Lnight for aircraft noise

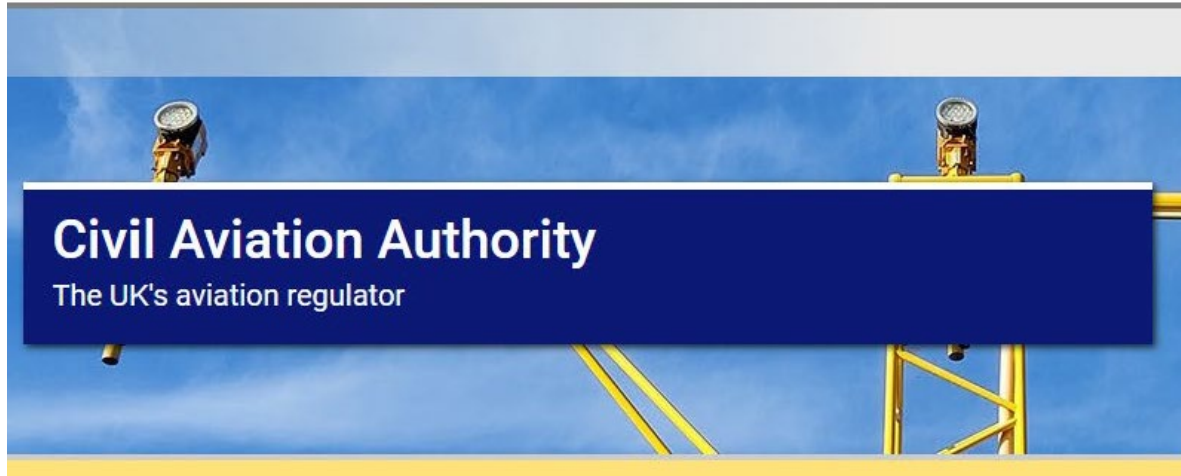


UNITED STATES – Federal Aviation Administration



[ASCENT Center of Excellence](#) and the [Airport Cooperative Research Program](#) – The FAA supports research to understand the **impacts of aviation noise on health, sleep, and children's learning**. Through ASCENT, the FAA explores ways to reduce noise exposure from aircraft, helicopters, and new entrants such as supersonic civil aircraft, unmanned aircraft systems, and urban air mobility vehicles. ASCENT research also provides data used to inform the development of noise policies and standards.

UNITED KINGDOM – Civil Aviation Safety Authority



- Aviation noise can affect human health and wellbeing in a variety of ways. Here are some of the most common adverse health effects associated with aviation noise:
- Annoyance
- Cognitive impairment
- Sleep disturbance
- Cardiovascular disease
- Measuring the impact of health effects
- Research
- Research has been undertaken to assess the levels at which aircraft noise exposure can lead to the health effects described above, and the effects of varying levels of noise exposure. The CAA has summarised the findings below. Further information is available on [how noise and its effects are defined and measured](#).

European Union Aviation Safety Agency

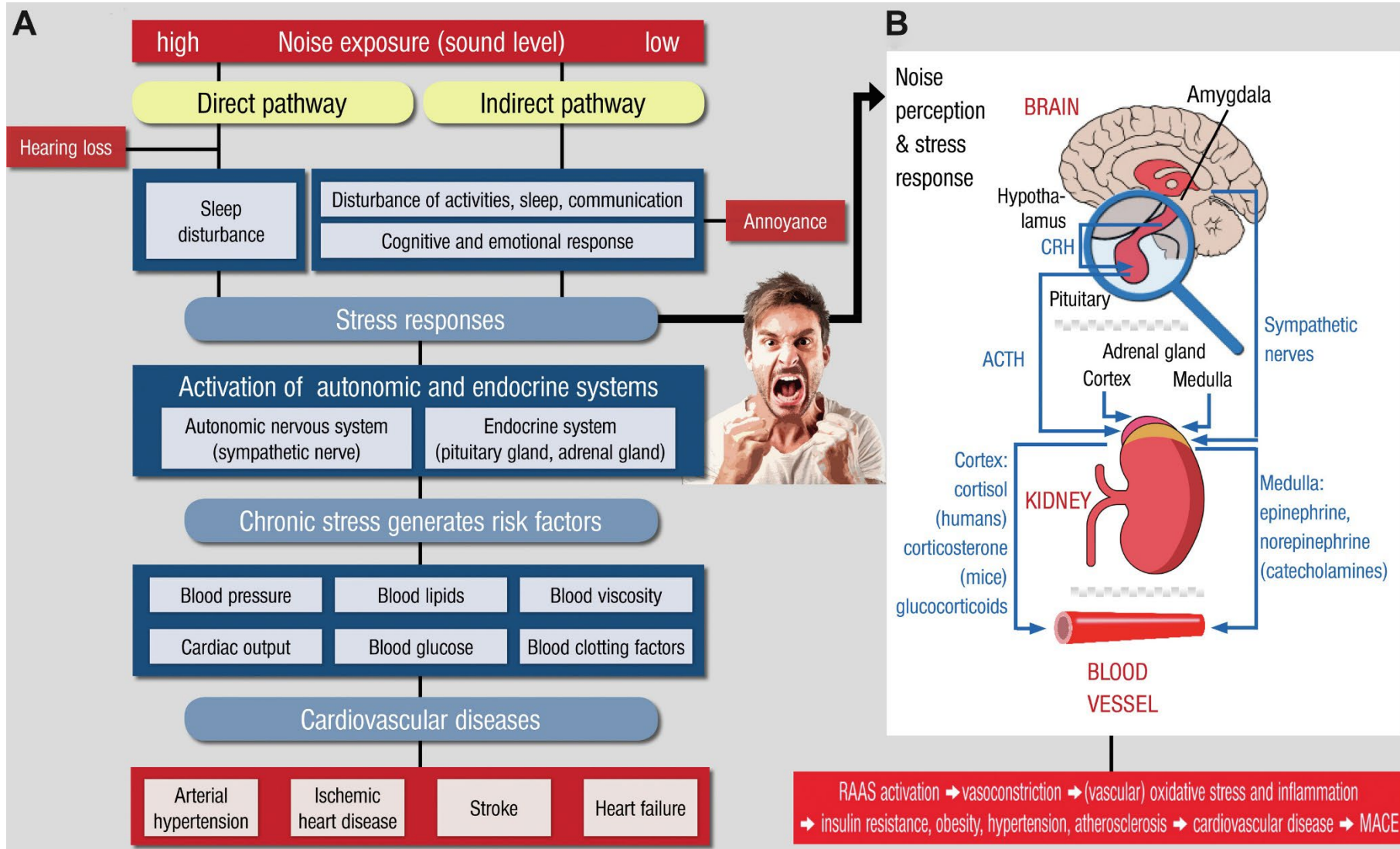


EUROPEAN AVIATION ENVIRONMENTAL REPORT 2022



- Exposure to aircraft noise affects the health and wellbeing of millions of people in Europe, with those living in residential communities in the vicinity of airports being particularly affected. These impacts can take the form of stress caused by annoyance, sleep disturbance, heart disease, premature mortality due to ischaemic heart disease and even learning impairments in children.
- To mitigate these adverse effects, the WHO Environmental Noise Guidelines for the European Region recommend reducing aircraft noise levels to L_{den} 45 dB and L_{night} 40 dB. While noise from aircraft affects far fewer people than road or rail traffic noise, it is still an important source of noise as it is regarded as more annoying than road or railway noise

Canadian Journal of Cardiology – 28 January 2023





PART - C

in Australia little (if any) effective action
has been taken
is being taken
is proposed to be taken

The National Airports Safeguarding Framework (NASAG)

The National Airports Safeguarding Framework

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[Principles](#)

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Principles

[Principles for National Airports Safeguarding Framework PDF: 255 KB](#)

[Principles for National Airports Safeguarding Framework DOCX: 45 KB](#)

Guideline A

[Guideline A: Measures for Managing Impacts of Aircraft Noise PDF: 415 KB](#)

[Guideline A: Measures for Managing Impacts of Aircraft Noise DOCX: 46 KB](#)

[Attachment 1—Supplementary Aircraft Noise Metrics PDF: 2003 KB](#)

[Attachment 1—Supplementary Aircraft Noise Metrics DOC: 7262 KB](#)

Attachment 1 – Supplementary Aircraft Noise Metrics (p.1)

- It is likely that no single standard will be appropriate for all airports but the concepts that follow can readily be adapted to meet local conditions.
- In particular, there is a need to improve the information used for assessment of proposed noise-sensitive development where residents will be newly exposed to aircraft noise.
- There is also a need to recognise the particular sensitivities of night-time noise in circumstances where neighbouring residents are not protected by airport curfews.
- There is a range of research pointing to the **negative health impacts** of sleep disturbance and the ANEF gives only limited recognition to the impact of night-time aircraft noise.

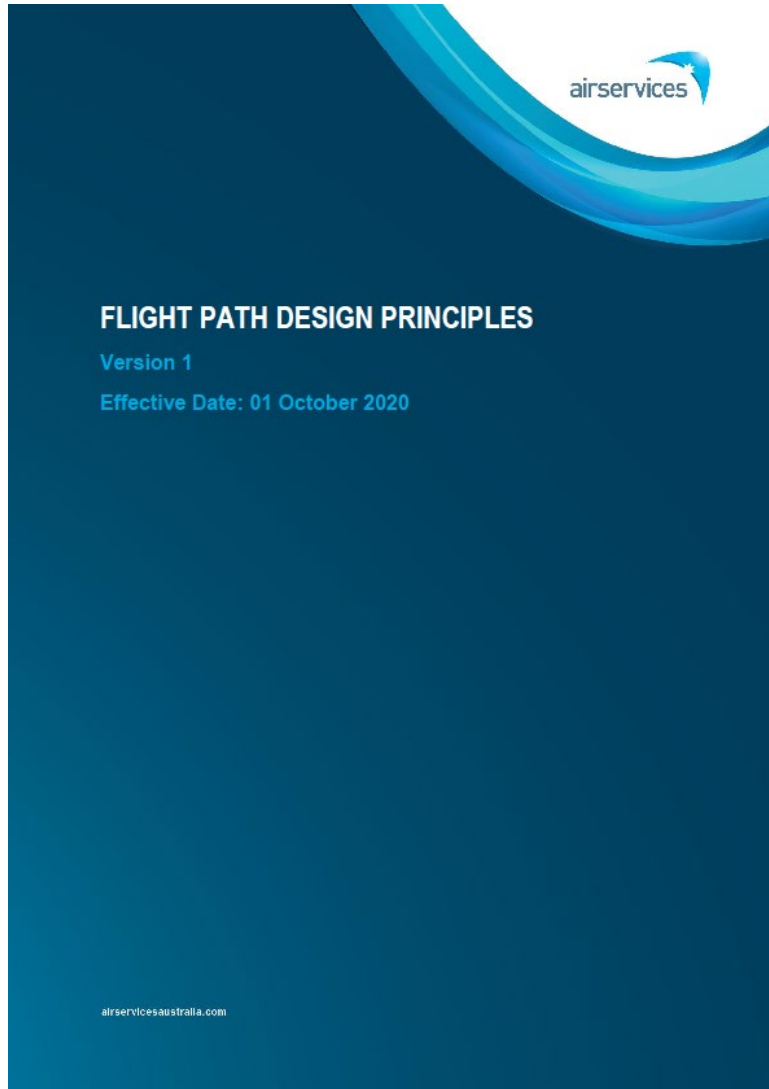
AVIATION WHITE PAPER – TOWARDS 2050 – AUGUST 2024



The government and industry will work together to reduce aircraft noise impacts

- The government is aware that excessive exposure to aircraft noise can impact people's physical and mental health. While some level of aircraft noise is unavoidable, more can be done to minimise noise impacts on communities, involve communities in flight path decisions and provide better information about where noise occurs to inform land use planning decisions. Where aircraft noise impacts on communities cannot be avoided, noise should be shared equitably across residential areas. (Page 9)

Airservices Australia – Flight Path Design Principles 1 October 2020



AIRSERVICES FAQ and RESPONSE

“Why has the safety of communities on the ground not been added as a Principle?”

- “Airservices legislated role in aviation safety under the *Air Services Act 1995* is to “regard the safety of air navigation as the most important consideration”. **The safety of air navigation ensures the safety and protection of aircraft passengers and communities under the flight paths.**”
- “There are many other parties with a range of responsibilities for managing aviation safety within Australia, including CASA, Australian Transport Safety Bureau (ATSB), airlines and operators, pilots, airports, and aircraft manufacturers. **These parties are also responsible for elements of aviation safety, outside of Airservices obligations to the safety of aviation navigation.**”

Environment Protection and Biodiversity Conservation Act 1999



Environment Protection and Biodiversity Conservation Act 1999

No. 91, 1999

Compilation No. 62

Compilation date: 15 December 2023

Includes amendments: Act No. 122, 2023

Registered: 21 December 2023

This compilation is in 2 volumes

Volume 1: sections 1–266
Volume 2: sections 266B–528
Schedule
Endnotes

Each volume has its own contents

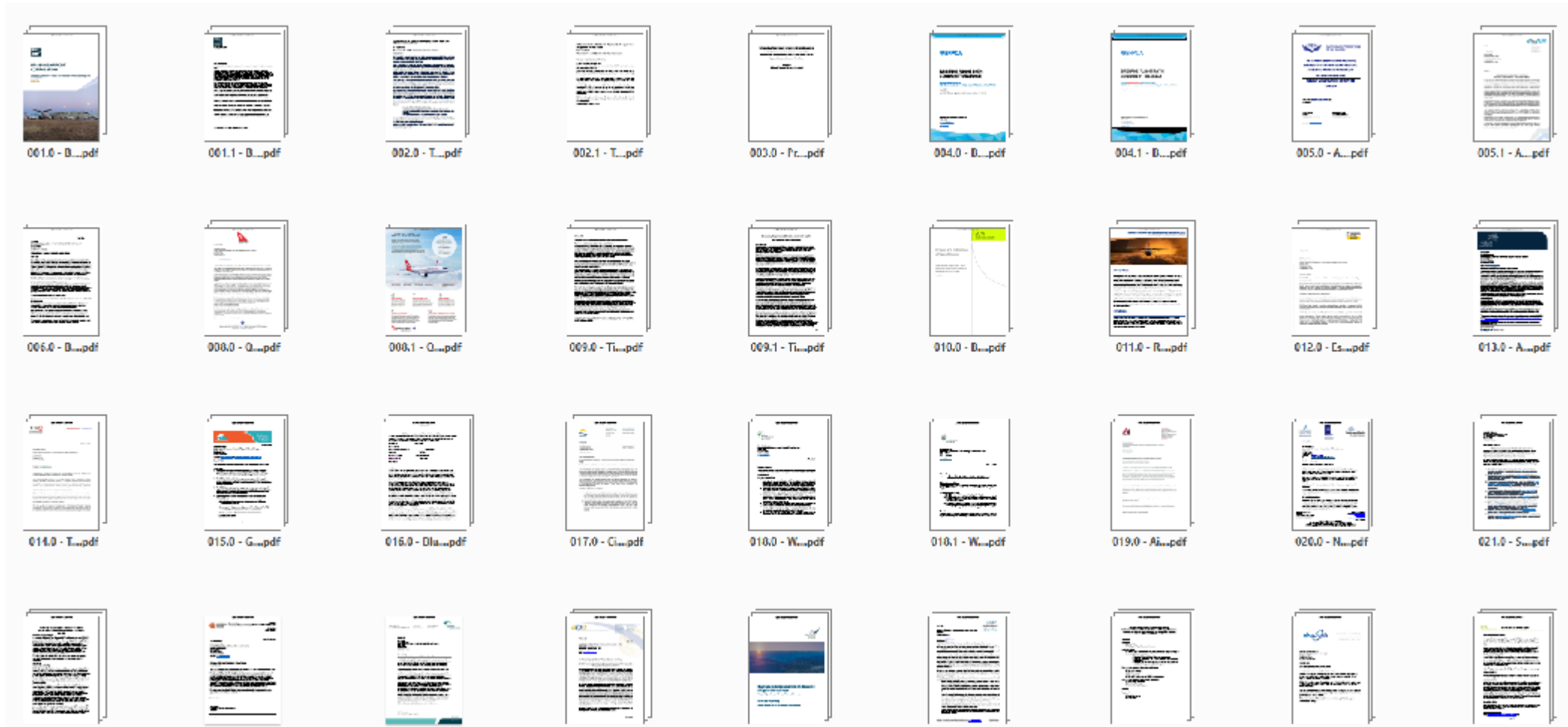
Prepared by the Office of Parliamentary Counsel, Canberra

Authorised Version C2023C00492 registered 21/12/2023

- **161 Seeking the Minister’s advice**
- *Requirement for referral*
- (1) If a Commonwealth agency or employee of the Commonwealth proposing to give an authorisation (however described) of an action thinks the agency or employee is required by section 160 (disregarding subsection 160(1A)) to **obtain and consider the Minister’s advice before giving the authorisation**, the agency or employee must:
 - (a) refer the proposal to the Minister; and
 - (b) nominate a person to act as designated proponent of the action.

INQUIRY INTO THE IMPACT AND MITIGATION OF AIRCRAFT NOISE

721 Submission Documents 500 (70%) Mention "HEALTH" 3,407 Instances



Submission 54 Brimbank Council – Consultant Report (54 Pages)

Impact and mitigation of aircraft noise
Submission 54

REPORT



The results of the HRA have shown that the proposed airport expansion will lead to significant increases in the percentage of the population that are highly annoyed by aircraft noise. It has also shown that **there will be a significant increase in sleep disturbance in the exposed community which may lead to increases in health effects such as cardiovascular disease and anxiety and depression.** The WHO (2018) guidelines are exceeded across the areas within the ANEF 20 and ANEF 25 contours indicating that there is an increased risk of adverse health effects within the exposed population.

(page 4 of Health Risk Assessment)



Submission 79.2 - Western Sydney Regional Organisation of Councils

- *Sleep disturbance*

Shubert, et al use the LIFE-Adult cohort study in Leipzig Germany to generate relationships between Lnight (aircraft noise) and the proportion who report high sleep disturbance. The study found a much stronger relationship than WHO guidelines. At 45dB 32% of the Leipzig cohort are reporting high sleep disturbance compared to 15% for WHO. This looks to be a high-quality study and it is interesting that it is reporting a much stronger relationship between aircraft noise at night and self-reported sleep disturbance. Smith et al update the WHO meta-analysis and similarly find a stronger relationship for the relationship between aircraft noise and sleep disturbance than previously reported.

- *Cardiovascular outcomes*

A study by Saucy et al [5] examined night-time noise exposure in the two hours preceding death for 24,886 cardiovascular deaths in Zurich and found associations between aircraft noise and mortality for Ischemic Heart Disease (IHD), Myocardial Infarction (MI), heart failure and arrhythmia. This supports the biological plausibility of a relationship between aircraft noise and IHD.

- *Cognitive outcomes*

A very thorough systematic review by Thompson, et al looks at studies in both adults and children. [6] As per the enHealth review it finds weaknesses in the literature but does find moderate support for a relationship between increasing classroom noise and reduced reading comprehension. It also finds support for a relationship between environmental noise and adult cognition.

Brisbane Flight Path Community Alliance – RRAT Submission 4.1

Dr Sean Foley BSC (HONS) PHD FRGS

Clinical/Biomedical

- Cardiovascular diseases
- Endothelial dysfunction
- Blood pressure elevated
- Increased stress hormone
- Ischemic heart disease
- Myocardial infarction
- Heart failure
- Haemorrhagic stroke
- Ischemic stroke
- Dysregulates genes
- Diabetes mellitus

Mental & Social

- Delays student learning
- Delayed cognitive development
- Psychological/social stress
- Depression, anxiety, suicide
- Migraines, headaches
- Sleep disturbance
- Cognitive impairment
- Annoyance
- Reduced deep sleep
- Disrupts communications
- Disrupts social activities

SACF Chair – Letter to Minister King on 26 March 2024

Dear Minister King

I write to you in my capacity as Chair of the Sydney Airport Community Forum (SACF). At the SACF meeting on 4 March 2024, Mr Tony Williams, representing the Member for North Sydney, Kylea Tink MP, asked that I write to you on a matter relating to the health impacts of aircraft noise. Mr Williams expressed the view that the topic of health impacts of aircraft noise would be the subject of much public discussion, including as a result of the Rural and Regional Affairs and Transport References Committee's inquiry into the impact and mitigation of aircraft noise. Mr Williams' written submission for consideration during the meeting is attached for your information. Mr Williams recommends that you consult with the Ministers for Health and Environment with an objective that each minister appoint an appropriate person to jointly consider current research and report to Government with any recommendations with respect to this issue.

I am passing these views to you at the request of Mr Williams.

SACF – Health Impacts of Aircraft Noise – Proposed Resolution 4 March 2024

Sydney Airport Community Forum Meeting 4 March 2024 - Agenda Item: General Business

Health Impacts of Aircraft Noise – Tony Williams Representing the Member for North Sydney

1. This issue will be the subject of much public discussion before the Forum meets again in 3 months.
 - Senate Inquiry – Impact and mitigation of aircraft noise (amenity & health)
 - Western Sydney International Airport (WSI) Environmental Impact Statement
 - Infrastructure Green Paper and White Paper
 - Kurnell Curfew Dispensations – Aircraft and Runway Closure
 - Brisbane Flight Path Community Alliance (BFPCA)
2. The rest of the World is active in this area e.g. United Kingdom Civil Aviation Authority.
3. Brisbane is particularly active.
4. If this Forum is seen to have done absolutely nothing, it will be open to justifiable criticism as will the Minister to whom this Forum provides advice.

PROPOSED RESOLUTION

THAT the Chair write to the Minister recommending that she consult with her two colleagues – the Ministers for Health and Environment. The objective should be an agreement that each Minister appoint an appropriate person to jointly consider current research and report to the Government with any recommendations with respect to this issue - having regard for the actions currently being taken by Governments and their relevant agencies in other jurisdictions internationally.

INTENT

That this Forum and the Minister might be seen to have acted appropriately in advance of this issue becoming a matter of significant public concern.

REFERENCES (all available for viewing and/or download)

- <https://www.dropbox.com/scl/fo/ze5p5ij6zmt1te7u24igb/h?rlkey=81mlj2hev7b1m1bzig9bsjchjm&dl=0>
- 19701020 Report on Aircraft Noise (House of Representatives Select Committee) - Title Page & Ch 6 Effects of Aircraft Noise
- 19790500 Aircraft Flyover and Mortality (Environmental Impact Reports)
- 19951100 Falling on Deaf Ears Inquiry Report (Senate Select Committee) - Ch 6 Health Effects of Aircraft Noise
- 20190618 The harms to health caused by aviation noise require urgent action - The BMJ
- 20230403 More than 1 billion euros in health damage caused by aircraft noise at Zaventem – Brussels Airport (Bond Beter Leefmilieu)
- 20230510 Aircraft Noise and Health Effects - a six-month update (UK Civil Aviation Authority)
- 20231222 New Study Shows \$18.9 Billion Health and Social Bill for Brisbanites Severely Impacted by Aircraft Noise – Brisbane Flight Path Community Alliance (BFPCA)
- 20240108 aircraft noise night amenity health sleep physiological psychological - Search Internet (1k of 300k)
- 20240122 aircraft noise night mortality - Search Internet (1k of 300k)
- 20240224 Aviation noise and health - UK Civil Aviation Authority

RECOMMENDATIONS

GOVERNMENT

- Establish 3 person advisory group comprising representatives of Ministers for Environment, Health & Infrastructure to advise the Government . . .

SACF CHAIR

- Confirm support of the Forum for a 3 person advisory group and then write advising the Infrastructure Minister
- Write to Airservices CEO requesting a comprehensive response, within 21 days, to noise sharing mode utilisation numbers in Submission 83 Attachment 1 to the current Senate Committee Inquiry

AIRSERVICES AUSTRALIA

- SAFETY: acknowledge an obligation to minimise, then fairly and equitably distribute aircraft noise exposure
- MONITORING: produce and make available annual and quarterly contour maps of Lden online and as GIS exchange
- LTOP: comply to maximum extent practical with the 1997 LTOP Ministerial Direction and not just be guided by it



PART - D

IN ORDER TO MINIMISE HEALTH IMPACTS

minimise aircraft noise exposure

THEN

share fairly and equitably

SYDNEY AIRPORT - 360,000 MOVEMENTS A YEAR (BASED ON A 17-HOUR DAY WHICH EXCLUDES THE CURFEW PERIOD)

Mode	Percentage of movements	Total yearly movement	Avg mov rate per hr	Hrs per year	Hours 17 hr. day	North hours	East hours	West hours	%17hrs	***Runway availability
Mode 1	0.04	14400								
Modes 12-13	0.02	7200	33	218	0.60		0.6	0.6	3.5	74
Mode 4	0.08	28800	42	686	1.9				11.1	46
Mode 10	0.2	72000	75	960	2.6	2.6			15.5	76
Mode 9	0.27	97200	65	1489	4.1	4.1	4.1		24.0	70
*Mode 5	0.11	39600	45	880	2.4		2.4		14.2	61
*Mode 14A	0.12	43200	50	864	2.4			2.4	13.9	55
*Mode 7	0.16	57600	52	1108	3.0			3.0	17.9	50
Total	100	360000	**55.5	6205	17.0	6.7	7.1	6.0	100.0	

percentage of time parallel runways to be used as intended by LTOP

15.5% + 24% = 39.5%

* There will be some movements of long haul aircraft over the north during operation of these modes.

** Average hourly movement rate for a 17-hour day

*** Percentage availability of mode based on Bureau of Meteorology wind study covering 55 years (1940 to 1995), with maximum downwind component of 5 knots and maximum crosswind of 25 knots.

Fig 21 Page 178 of LTOP Taskforce Report

SYDNEY AIRPORT OPERATIONAL STATISTICS – Airservices Australia

Select a page : **Summary** | LTOP targets | Ops by direction | Runway usage | Hourly summary | **Mode usage** | PRM operations | 34L departures | Noise sharing | Seasonal mode

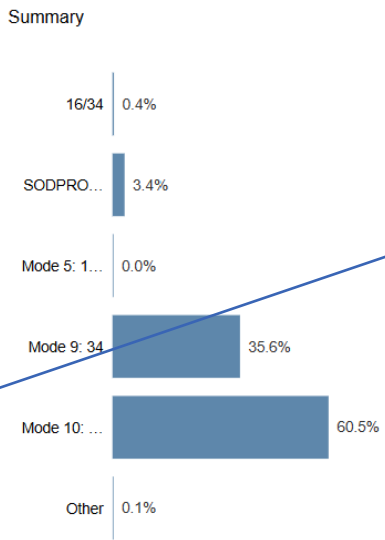
Select a month : Dec-23 Mode utilization summary December 2023

Duration of mode use

Date	Curfew	16/34	SODPROPS	Mode 5: 16/25	Mode 7: 25/34	Mode 9: 34	Mode 10: 16	Mode 12: 07	Mode 13: 25	Mode 14a: 16/07	Other	Total
12/1/2023	07:00	00:01	01:01				15:58					24:00
12/2/2023	07:00			00:13		02:02	14:26				00:18	24:00
12/3/2023	07:00		04:42				12:18					24:00
12/4/2023	07:00		00:43			04:25	11:52					24:00
12/5/2023	07:00		00:52			16:08						24:00
12/6/2023	07:00					00:07	16:53					24:00
12/7/2023	07:01	00:00	02:23			09:58	04:39					24:00
12/8/2023	07:00	00:20				16:40						24:00
12/9/2023	07:00		01:21			11:18	04:21					24:00
12/10/2023	07:00		00:11				16:49					24:00
12/11/2023	07:00					03:02	13:58					24:00
12/12/2023	07:00		00:02			11:28	05:30					24:00
12/13/2023	07:00					17:00						24:00
12/14/2023	07:00		00:45			13:19	02:56					24:00
12/15/2023	07:02	00:00	00:48			08:20	07:50					24:00
12/16/2023	07:04	00:00	00:02			07:60	08:54					24:00
12/17/2023	07:00	00:02	02:36			13:02	01:20					24:00
12/18/2023	07:09	00:00				10:41	06:10					24:00
12/19/2023	07:00		00:00			11:45	05:15					24:00
12/20/2023	07:00					17:00						24:00
12/21/2023	07:00	00:06				16:54						24:00
12/22/2023	07:00	00:13				16:47						24:00
12/23/2023	07:00	00:16				03:43	13:01					24:00
12/24/2023	07:00					01:46	15:14					24:00
12/25/2023	07:00	00:03				07:17	09:40					24:00
12/26/2023	07:00	00:22				06:20	10:18					24:00
12/27/2023	07:00	00:08	00:17				16:35					24:00
12/28/2023	07:00		01:22			03:21	12:18					24:00
12/29/2023	07:00	00:14	00:46			05:49	10:11					24:00
12/30/2023	07:00	00:14					16:46					24:00
12/31/2023	07:00	00:09				02:01	14:50					24:00
Total	217:16	02:08	17:57	00:13		187:24	318:43				00:18	744:00

Days with a mode used in excess of 9 hours
 29 Any Mode 10 Mode 9 19 Mode 10

Days with SODPROPS used
 17 At any time 15 6am &/or 10pm



percentage of time in 2023 parallel runways actually used

50.9% + 40.8% = **91.7%**

Cumulative mode utilisation for year to date

Cumulative Mode Usage Label	16/34	SODPROPS	Mode 5	Mode 7	Mode 9	Mode 10	Mode 12	Mode 13	Mode 14a
Movements	0.3%	3.4%	0.2%	0.0%	52.3%	41.3%	0.2%	2.1%	0.1%
Time	1.0%	4.1%	0.3%	0.0%	50.9%	40.8%	0.2%	2.4%	0.2%

CONCLUSIONS

- There is overwhelming evidence that both long term and short term (single event) aircraft noise has a detrimental effect on exposed residential areas.
- In addition to loss of amenity, severe disturbance and other more serious consequences, this environmental impact can even cause a measurable physiological response that can lead to the death of a susceptible individual.
- The need for the Australian Government to ensure “*effective management of aircraft noise*” by its agencies, is now essential and could not be clearer.