

**SUMMARY RECORD****Meeting 01/2026 – 17 March 2026****AGENDA ITEM 1 – Opening Remarks, welcome from Chair & apologies**

The Chair, Ms Ash Ambihapahar MP, opened the meeting at 10:04am and acknowledged the traditional owners of the lands from which attendees were gathering. The Chair thanked community representatives for their work on the submission to the Sydney Airport preliminary draft Master Plan.

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

The Chair noted that the minutes of the last meeting in November 2025 had been circulated and were accepted by the membership. Mr Scott Small from the department confirmed that the meeting minutes from the November 2025 meeting were circulated to members and published to the SACF website with minor changes. The Chair moved that the minutes be accepted and Mr Lindsay Hermes (BARA) seconded the motion. The motion passed without objection.

Mr Small noted that out of 7 action items from the previous meeting 6 are closed, and one remains open:

- Airservices to confirm if weekend runway use reports can be circulated to the forum. Airservices were not present to address this, and it was taken on notice as part of agenda item 5.

As an Airservices Australia representative had not yet joined the meeting, discussion of this action item was deferred to Agenda Item 4.

**AGENDA ITEM 3 – Sydney Airport Update**

Mr Ted Plummer, SACL began by providing context on aviation activity trends. He explained that flight numbers have recovered significantly since COVID, with international travel now back to pre-COVID levels due to pent-up demand. Domestic travel, however, remains lower, which he attributed partly to ongoing work-from-home practices reducing business travel.

The Sydney Airport draft Master Plan was open for consultation from 17 September to 12 December 2025 to allow 62 business days for public review before Christmas. SACL engaged with local community using newspaper advertisements, public displays, drop-in sessions, direct mail to 406,000 households, and a dedicated website. 273 submissions were received, with 850 comments. He explained that all comments are required to be given due regard and will be responded to in documentation provided to the Minister. He also stated that the draft Master Plan will be submitted to Minister Catherine King by the end of March.

Mr Plummer acknowledged a minor mapping error in the exhibition materials, clarifying that a consultation session listed as undertaken in Rockdale was actually in Barton.

Mr Plummer summarised key themes raised by the community, including traffic and road conditions, parking, public transport costs, aircraft noise, environmental impacts, sustainability, and operating



restrictions such as the curfew. He noted that while many submissions opposed changes to curfew and movement limits, there was also support for projected increases in airport employment.

Mr Plummer advised the forum that the Australian Noise Exposure Forecast (ANEF) was endorsed for technical accuracy on 26 February 2026, a requirement before the Minister can approve the draft Master Plan. He emphasised that endorsement relates only to technical accuracy, not policy merit.

Mr Plummer explained that significant changes to flight paths are driven by safety requirements associated with Western Sydney International Airport (WSI) operations. Mr Plummer described facilitated flight path changes scheduled to take effect on 9 July 2026, noting they would be noticeable particularly to the northwest and west of Sydney Airport.

Mr Plummer advised that 3 temporary Noise Monitors would be installed northwest of the airport to capture before-and-after data on the facilitated changes and permanent noise monitors will be installed in Paddington and Maroubra, areas that previously had no permanent monitoring.

Mr Plummer discussed upcoming Major Development Plans including the Eastern Expansion Project, new car parks, hangar and freight areas, and jet fuel infrastructure. He noted these are staggered to support manageable assessment by the Department and committed to briefing SACF in more detail at future meetings.

Mr Kevin Hill, Community representative of the South asked how noise monitor locations were determined. Mr Jack Robinson (SACL) explained that locations were selected based on Airservices data, facilitated change modelling, and advice from the noise and flight path monitoring system provider, Envirosuite.

The Chair noted that a local resident had done their own letterboxing, and questioned if that had led to more referrals. The Chair also noted that the consultation appeared to have been quite in-depth, but that SACL could reflect on consultation in Bexley, where residents believed airspace changes due to the opening of WSI had already been made. Mr Plummer replied that about 6 submissions had been attributable to the resident's letterboxing. Mr Plummer noted that the changes due to WSI would cause 2 of the 3 current westerly fanout directions for departing air traffic to close down, concentrating traffic over Summer Hill, but the number of flights would still be quite low.

In response to a question from Mr Hill, Mr Plummer clarified that facilitated changes are not expected to take effect until 9 July 2026.

Mr Alan Dukes (Community representative for the East) asked if any of the proposed developments would affect airfield operations. Mr Plummer replied in the negative, stating they were far enough from the airfields for there to be no impact, but that joining the two terminals will require the old, historically significant control tower to be removed, and they were working with the department to maintain the heritage element, most likely in another location.

#### **AGENDA ITEM 4 – Airservices Update**

Mr David Binskin (Airservices Australia) discussed the Long-Term Operating Plan (LTOP) performance explaining that weather and high traffic levels have limited flexibility, though opportunities such as extended Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS) have been used when conditions allow.



He then advised that between November 2025 and February 2026 complaints received by the Noise Complaints and Information Service comprised:

- 172 individual complainants
- 769 total contacts
- 81 new complainants
- Complaints recorded across 106 suburbs, with 7 from Lane Cove West and 6 from Annandale.

Mr Binskin stated that the complaints tended to be along common themes, including standard flight paths, curfew movements, and helicopter movements. He also noted there were unusual movements in the period linked to special events such as the motorcade for the Israeli President's visit affecting operations.

The Chair asked if Mr Binskin could provide an update on action item 5 from the November 2025 meeting regarding the Runway usage reports. Mr Binskin stated that as Mr Tim Gill and Mr Russell McArthur were apologies for the meeting, he would take the matter on notice.

1/2026-1: Airservices to confirm whether it can provide the weekend runway use reports mentioned at Section 11(4) of the Sydney Airport Curfew Act 1995, or a summary thereof.

Mr Hermes asked if details of the dispensations granted would be able to be provided. Mr Small responded that all approved dispensations are tabled with parliament every sitting week so the details of the dispensations are publicly available.

Mr Dukes asked if there was any further information that could be provided regarding the IMC investigation into LTOP usage. Mr Binskin confirmed that Airservices had engaged with Aegis to review the LTOP data, however as Mr Gill and Mr McArthur of Airservices were not present, he was unable to provide a timeline on when further information will be provided.

Mr Dukes asked if the roster for the TCU and air traffic control tower rosters enough people to allow operation of the cross runway modes on weekends. He asked if the lack of usage of the cross runway on weekends was attributed to weather, airfield operations, staffing or other factors.

Mr Binskin replied that the base roster allows for the usage of crossing runway modes. The use of crossing runway modes is discussed daily where staff review traffic, weather and other conditions and a decision is made based on those factors.

Mr Hill inquired whether Airservices was getting pushback from staff regarding the use of cross-runway operations. Mr Binskin denied any pushback, stating that staff enjoy the use of different runway modes such as cross-runway modes as it is an opportunity to do something different and continue to test their skills. He confirmed that Airservices is actively pushing to use it when conditions allow.

Mr Dukes noted that a Notice to Airmen (NOTAM) has been issued regarding Precision Runway Monitor (PRM) operations, but he was not seeing PRM in usage reports and asked if Airservices was reminding pilots of where the information can be found. Mr Binskin confirmed that Airservices do use PRM, however it is subject to staffing. Mr Binskin also noted that formerly they had a casual staff pool, but now due to the amount of staff working on training and setup work at WSI it isn't used as



often as Airservices would like. Mr Binskin confirmed that he expected an uptake of PRM once staff availability improves.

Mr Dukes followed up asking if Airservices could confirm when the WSI control tower would be operational. Mr Binskin stated that it is expected that training of staff would be complete in early June with the opening of operations on 9 July 2026. Mr Binskin also stated that the decision to begin flight operations was a matter for Western Sydney Airport Corporation and that Airservices only has a requirement to be ready as an airspace navigation service provider by 9 July 2026.

#### **AGENDA ITEM 5 – Implementation and Monitoring Committee (IMC) Report**

Mr Binskin stated that IMC meetings have been productive and confirmed that the next meeting date would be confirmed shortly.

#### **AGENDA ITEM 6– Update from community representatives**

Mr Dukes raised some points for consideration by Sydney Airport officials. He mentioned that Schiphol Airport (in Amsterdam) has an extensive community engagement section on its website that provides information on future runway and taxiway works, including impacts across the six runways it uses. He mentioned that the app enables push notifications regarding runway and operational changes. He also spoke about the way in which Schiphol reports on contamination. Mr Dukes stated that an issue has been raised by a community member who was dissatisfied with Sydney Airport's reporting on the groundwater contamination investigation.

Mr Dukes emphasised that the community finds the lack of information signposted at Little Bay Beach concerning and would like more information regarding PFAS contamination and the risks posted to the Sydney Airport website.

Mrs Sarah Nattey (for the department) shared the link to NSW EPA PFAS contamination monitoring around Botany Bay. The link includes collected data, assessments, and fishing precautions, and stated that it may be useful for sharing with community members.

The Chair stated that there is a community desire for more bespoke, community-focused information. Mr Plummer noted in discussion that the number of parties involved—Sydney Airport, Airservices, and others—complicates responsibility for contamination messaging, for example Little Bay Beach is outside Sydney Airport and signage there is a matter for the state government. Mr Dukes suggested there was an opportunity to collaborate on messaging regarding health impacts relating to contamination.

Mr Dukes then moved on to ask if there was any further works planned for runway 07/25 which would affect daytime availability. Mr Plummer confirmed that the works related to the installation of an underground fuel line to the south-west sector of the airport, and he believes these works are now complete but will confirm. Mr Small confirmed that a dispensation request for nighttime works has been submitted to the department and confirmed that SACF members would be notified in due course.

Mr Dukes acknowledged that nighttime closures are safety-based and he expressed his support and thanked Sydney Airport for facilitating closures over Friday, Saturday and Sunday nights when there are no freight operations. Mr Dukes asked Mr Plummer to confirm that adequate consultation was provided to the community prior to works starting. Mr Plummer confirmed that it is a condition of



the dispensation approval to notify the community and letters were distributed to areas including Box Hill, Kurnell, La Perouse, Botany, Phillip Bay, and Little Bay.

Mr Hill thanked Airservices for the installation of noise monitors at Paddington and Maroubra. Mr Dukes mentioned that a proposal has been made to Mr Gill to investigate whether the description of the 16L KEVIN departure on runway 16L could be adjusted to allow slightly wider dispersion than the existing 100m, contrasting it with the 1km dispersion over Botany Bay. It was acknowledged that the proposal would not stop aircraft flying over the area but would reduce concentration. This is acknowledged as a complex process and is currently an active discussion. Noise monitoring data may assist.

#### **AGENDA ITEM 7 – Update from Members of Parliament and Councils**

Ms Katy Shore (representing the Hon Matt Thistlethwaite MP) asked on behalf of a constituent if Sydney Airport anticipated an increase of flight share on flight path G, the Botany Heads departure. Mr Plummer confirmed that a document addressing this question was shared as part of the communications package prior to the meeting but reiterated that there would be an increase from 9% to 13% and noted that it was still under the LTOP target of 15%. This was attributed to runway rebalancing between the 2 north-south runways to enable efficient operations at Sydney Airport, and the fact that Airbus A380s could only use the main runway. This approach ensures that aircraft that can use the parallel runway do so, thereby minimising the use of the main runway.

Mr Plummer noted that flight path G accounts for a quarter of all movements and would argue that doing so is consistent with noise sharing, as 55% of flights are to the south. He also noted that after Kurnell, La Perouse is the most affected area. Mr Plummer stated that 13% of flights would be on flight path G, 24% on Flight Path H, and 13% on Flight Path I. Mr Plummer also noted that under the 2005 LTOP review it was observed that northern flightpath targets had never been met and were never likely to be met. Mr Plummer agreed to redistribute the document to Ms Shore and confirmed that he would be available to discuss further if required.

#### **AGENDA ITEM 8 – Other business**

Mr Small notified the forum that the Minister, the Hon Catherine King MP, has asked the Chair to modernise the SACF Terms of Reference (ToR) for the first time since the forum's establishment and will be circulated for consultation on 18 March 2026. Consultation will end on 5 April 2026, and any feedback received will come back to the Chair to finalise the ToR. Mr Small emphasised that the role of SACF will not be changing, and the changes would bring SACF's operating protocols into the ToR and make the ToR consistent with those for more recently established government-led airport consultative bodies.

Mr Small also notified the forum that an Expression of Interest (EOI) process for community representatives will open on 18 March 2026, for a two-year term appointment with a possibility of a second term reappointment. Mr Small noted that this change was being undertaken as a good governance measure, specifically providing contestability for community positions on boards. He noted that any service undertaken with the forum up to date counts as one term and current community representatives are encouraged to apply for a final term, and that applications close on 12 April.

The Chair noted that this would facilitate succession planning and the long-term viability of SACF, so that a new generation can continue community advocacy. Mr Hill noted that 30 years' experience



had given him intimate knowledge and a depth of experience in these matters, and Mr Dukes stated there may be a churn of ideas as newer members raise matters that are already settled with the current membership, and operational experience would be important for choosing members. Mr Hill also raised concerns about the decision, expressing the view that the Department was attempting to eject members from the forum.

The Chair refuted the claim that the Department was attempting to eject members from the forum. The Chair responded that part of the process would be making sure that expertise was not lost from SACF and ensuring continuity, and the longevity of the forum Ms Stella Agagiotis (representing Randwick Council) suggested that input to the ToR reform might provide a chance to shape membership requirements for SACF.

Ms Nattey suggested that two years transition would provide opportunities for knowledge sharing, mentoring or “wing” arrangements for future representatives if there is a mix of reappointed and newly appointed community members. Mr Dukes stated that if Mr Hill is reappointed, it could be an opportunity to bring someone along as an offsider to observe the meetings and see if they would like to engage. The Chair indicated this was an idea worth considering, not the least as it would expose new people to SACF and encourage them to apply. The Chair encouraged this feedback to be provided during the consultation period of the ToR.

Ms Toni O’Loughlin (representing the Hon Tanya Plibersek MP) said (in text chat) that secretariat support had been denied to community representatives and asked if this would be addressed. Mr Small replied that it is spelled out in the draft ToR that the SACF secretariat does not provide support to submissions made on behalf of SACF.

Ms Agagiotis acknowledged the value of the experience provided by the current community representatives to communities and local government, suggested a longer appointment term, and requested secretariat support for training new community representatives. The Chair stated her position that SACF needs a chance to reach out and engage with younger people.

Mr Hill mentioned that he had a request for reimbursement for out of pocket expenses denied by the Minister last year relating to his most recent litigation against the department, and requested that the forum write to her again about the same matter to see if she would be more sympathetic now. Mr Small replied that this is a decision for the Minister. Mr Hill requested that the minutes reflect he had asked for SACF support, and Mr Dukes stated that Mr Hill’s actions had been undertaken on behalf of the community as an extension of his role on SACF. The Chair said she would write to the Minister about this.

1/2026-2: The Chair committed to talking to the Community Representatives between meetings, to see if they would like the Minister to reconsider Mr Hill’s out of pocket expenses.

1/2026-3: The Chair committed to talking to each of the community representatives about the Terms of Reference and the EOI process.

The Secretariat noted feedback on the EOI would be considered as part of the consultation process.



## AGENDA ITEM 9 – Close and notification of next meeting

With no further business raised, the Chair declared the meeting closed at **11:36 am** and thanked all participants for their contributions.

The next meeting will occur on 16 June 2026.

### Action Items from March 2026 Meeting

Items		Timeframe	Responsible	Status
1/26 -1	Airservices to confirm whether it can provide the weekend runway use reports mentioned at Section 11(4) of the Sydney Airport Curfew Act 1995, or a summary thereof.	ASAP	Airservices Australia	Open
1/26 – 2	The Chair committed to talking to the Community Representatives between meetings, to see if they would like the Minister to reconsider Mr Hill's out of pocket expenses.	By mid-April 2026	Chair	Open
1/26 - 3	The Chair committed to talking to each of the community representatives about the Terms of Reference and the EOI process.	By mid- April 2026	Chair	Open


**SACF Meeting 01/2026 – 17 March 2026 Attendance List**
**Members**

<b>Name</b>	<b>Representing</b>
Ms Ash Ambihaipahar MP	Chair, Federal Member for Barton
Emily Tyrrell	Senior Electoral Officer to the Federal Member for Barton
Rachael Rogers	Representative for the Federal Member for Bradfield
Nikola Borowska	Representative for the Federal Member for Cook
Katy Shore	Representative for the Federal Member for Kingsford Smith
Louise McCallum	Representative for the Federal Member for Reid
Toni O'Loughlin	Representative for the Federal Member for Sydney
Tim Murray	Representative for the Federal Member for Grayndler
Tahni Dwyer	Representative for the Federal Member for Warringah
Ken Welsh	Representative for Inner West Council
Sarah Glennan	Representative for Sutherland Shire Council
Stella Agagiotis	Representative for Randwick City Council
Kevin Hill	Community Representative for the South
Alan Dukes	Community Representative for the East
David Binskin	Representative for Airservices Australia
Ted Plummer Jack Robinson	Representatives for Sydney Airport Corporation Limited
Lindsay Hermes	Representative for the Board of Airline Representatives Australia (BARA)
Adam Bates	Representative for Airline Industry (Virgin Australia)

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

Sarah Nattey	Assistant Secretary, Airports Branch
Scott Small	Director, South, West, ACT and NSW Airports and Noise Section
Justin Barrington-Higgs	Secretariat
Emily Brazel	

**Apologies**

Maria Patrinos	Community Representative for the West
Tony Williams	Representative for the Community Representative for the North
Rachael Rogers	Representative for the Federal Member for Bradfield, due to technical difficulties.
Tim Gill	Representative for Airservices Australia



# Sydney Airport Community Forum

Mr Jerome Laxale MP	Federal Member for Bennelong
The Hon Tony Burke MP	Federal Member for Watson
Ron Hoenig MP	Member for Heffron
Joanna Haylen MP	Member for Summer Hill
Cr Edward McDougall	Member for Bayside Council