



SUMMARY RECORD

Meeting 02/2023, 15 August 2023

AGENDA ITEM 1 - Opening Remarks and welcome from Chair

The Chair, Ms Sally Sitou MP, opened the meeting and acknowledged that we were all coming from different lands of First Nations people and that she was located on Wangal land and paid her respects to Wangal elders past, present and emerging.

AGENDA ITEM 2 - Sydney Gateway Project Update - Presentation and Questions

Mr Dean McAllister, Project Director, Sydney Gateway, Transport for NSW (TfNSW) and Andrew Deck, Project Director, Sydney Gateway, John Holland Seymour Whyte Joint Venture provided an update about the Sydney Gateway Project, including the construction schedule and future transport connections with Sydney Airport.

The Hon Matt Thistlethwaite MP, Member for Kingsford Smith, raised concerns about the projects impact on traffic at a number of locations in the vicinity of the works. Mr McAllister noted that TfNSW was looking at the area as part of TfNSW's longer-term strategy to improve roads in the area and agreed to provide more details to Mr Thistlethwaite's separately.

AGENDA ITEM 3 - Sydney Airport Update

Ted Plummer, representing Sydney Airport, provided an update about Sydney Airport operations (a copy of the slides presented by Sydney Airport is set out as an attachment to this summary).

Mr Plummer's presentation covered:

- an update on flight traffic at Sydney Airport;
- upcoming projects in the south-east sector of the airport;
- project implications for Sydney Airport flight paths;
- sustainability issues.

Mr Kevin Hill, Community Representative for the south, raised concerns about Australia Post's distribution of a letterbox drop by Sydney Airport to residents in Kurnell and the extended period proposed for overnight runway works.

Mr Plummer acknowledged that there may be some works ongoing in 2025, but that it is not yet known whether the works will impact the runway. Mr Plummer committed to circulate more information about projected runway closure in 2025 to SACF members in due course.

Mr Thistlethwaite asked about the use of up-gauged aircraft for overnight freight and why these flights were considered to be exceptional circumstances for the purpose of the relevant legislation.

Mr Phil McClure, representing the Department, responded that there were ongoing challenges managing the overnight freight market solely by Bae146 aircraft due to reliability and crewing issues that have led to regular flight cancellations.

Mr Thistlethwaite requested a meeting between interested representatives and freight operators to discuss these issues, which is to be organized by the Department.

2/2023-1: The Department of Infrastructure, Transport, Regional Development, Communications and the Arts to organise a meeting with freight operators to discuss night time freight movements with interested representatives. [Meeting to take place in Sydney on 20 October 2023]



AGENDA ITEM 4 - Airservices - Presentation and Questions

Mr Timothy Gill, representing Airservices, provided an update about operations relating to Sydney Airport (a copy of the slides presented by Airservices is set out as an attachment to this summary).

Mr McArthur's presentation covered:

- air traffic movements;
- noise monitors and WebTrak;
- a summary of complaints to the Noise Complaints and Information Services (NCIS);
- the Airservices Community Engagement Standard; and
- safety improvements for Runways 16L and 16R.

There was a discussion about the Airservices Community Engagement Standard.

Mr Hayes, Community Representative for the north raised that SACF had not specifically responded in the stakeholder engagement period on the new Standard.

Ms Sitou stated that her preference was for feedback to be provided directly by individuals, but agreed that SACF members should be informed whenever the opportunity to provide feedback was extended to the public.

Mr McClure agreed that the SACF Secretariat would in the future communicate to the SACF membership any such opportunities to provide feedback about issues relevant to SACF.

2/2023-2: The SACF Secretariat to communicate all future opportunities to provide feedback relating to operations at Sydney Airport to the SACF membership.

Mr Hill asked questions about the waypoint at Botany Heads and there was a discussion about a new waypoint to be located at the heads. Mr Gill advised that the new waypoint would be operational by 30 November 2023.

Mr Hayes asked questions about 'RNP1' and whether there was a narrower RNP0.3 flight track in Brisbane. Mr Gill offered to take the question on notice.

2/2023-3: Airservices to provide a fulsome answer to Mr Hayes' question regarding RNP flight tracks in Brisbane. [In response Airservices have stated: there is an RNP .3 arrival at Brisbane Airport which is only available for arrivals at this time. The RNP value refers to the accuracy of the reporting in the cockpit and is not to be confused with greater precision of navigation on published flight tracks]

Mr Thistlethwaite referred to a request that had been made previously to add an additional flight track over Bondi to share noise. Mr Gill responded that his understanding of that request was not to add another flight path, but to look at whether the flight path had changed and to look at whether there was a difference in plane height along cross-sections of the flight path. Mr Gill stated that the preliminary work on that matter had been completed and the information would be distributed through SACF shortly.

2/2023-4: Airservices agrees to distribute the analysis agreed at the recent community meeting convened by Mr Thistlethwaite (provided at end of this record). It is to be noted that any changes to flight paths and LTOP need to be requested through the SACF Chair.

Mr Thistlethwaite stated that he had been informed by someone in Airservices that the rotation of LTOP modes for noise sharing had been declining even when weather and traffic patterns permitted and asked Mr Gill to provide an explanation of why the LTOP modes were not being used.

Mr Gill responded that this was looked at in the Implementation and Monitoring Committee (IMC), and that there were several factors which affected the use of noise sharing modes under LTOP. These include seasonal variations and high capacity modes. Mr Gill stated that many of the targets



for sharing modes have been higher than pre-COVID levels and Airservices continue to perform at or above the pre-COVID averages now that traffic has returned to normal levels.

2/2023-5: Airservices offered to provide the compliance with LTOP as had been discussed at a recent meeting of IMC (provided at the end of this record).

Mr Thistlethwaite noted that he had written to the Minister to add a community representative for the east to SACF. Mr McClure advised the Minister had agreed to the Department assisting the Chair undertake an Expression of Interest process to identify suitable candidates.

2/2023-6: SACF Secretariat to begin process to add a community representative for the east.

AGENDA ITEM 5 - Department of Infrastructure, Transport, Regional Development, Communications and the Arts

As much of the update was covered responding to earlier questions on overnight freight, the Chair directed that the meeting progress to agenda item 6.

AGENDA ITEM 6 - IMC Update

Mr Hill provided an update about IMC. Since the last meeting of SACF two IMC meeting have been held on 30 May 2023 and 1 August 2023.

Discussions took place about how IMC meeting minutes could be made public, including hosting them on the SACF website or the Air services website.

IMC and Airservices are working together to consider mode 9 implementation. IMC are looking into have aircraft arriving from the north flying high and wide around Sydney and landing from the south on runway 34, with aircraft avoiding flying over the city and instead landing over the bay.

Mr Gill, offered to provide further information regarding mode 9 implementation.

2/2023-7: Airservices to provide further information regarding mode 9 implementation to SACF. [Airservices has committed to distribute the slide pack with an update with an update on flight path investigations prior to the next meeting of SACF]

Mr Hayes raised concerns that there will be some changes to LTOP flight paths when Western Sydney International Airport becomes operational.

Mr McClure advised he can arrange for an update on Western Sydney flight paths to be provided by the Department out of session to SACF or IMC.

2/2023-9: The Department to provide an update on Western Sydney flight paths out of session to SACF and IMC.

AGENDA ITEM 7 - Community representatives – Report by theme on issues raised.

As the concerns of the community representatives had been raised during the earlier agenda items, agenda item 7 was taken as read.

AGENDA ITEM 8 – Other Business

Mr Hill raised concerns that the most recent curfew freight aircraft dispensation issued by the department did not have an end date. Mr McClure confirmed the dispensation was valid for a period of 12 months.

Mr Hayes raised a concern that previously members were provided an agenda paper, containing relevant facts, matters for consideration potential action items.



Sydney Airport Community Forum

Mr McClure, advised to reduce red tape and the burden on SACF members preparing for meetings, unless something needed additional background there would be no agenda papers.

Ms Patrinos, Community Representative for the east, advised she had been forwarded an aircraft noise complaint from a member of the community regarding an increase in aircraft noise and wanted to bring this to the attention of SACF. The Secretariat advised this complaint was forwarded to Ms Patrinos as the complainant had asked to be put in contact with the community representatives. It was agreed the department would contact the complainant to address the matter.

2/2023-10: The department to contact the member of the community with information on aircraft noise.

Mr Hill raised concerns that many Kurnell residents have received a recording when they contact Airservices Noise Complaint and Information Service (NCIS) and are asked to leave a message and someone will be back in contact with them.

Mr McArthur advised that there has been a substantial increase in aircraft noise complaints as aviation has recovered post-COVID, and the NCIS is in the process of increasing resources to be able to meet their standard response time.

Ms Sitou closed out the meeting by thanking everyone for their attendance and the meeting ended at 17:45.

The next meeting will be held at 15:30 on the 21st of November 2023.



MEMBERS

Name	Representing
Sally Sitou MP	Chair, Federal Member for Reid
Bob Hayes	Community Representative for the North
Kevin Hill	Community Representative for the South
Maria Patrinos	Community Representative for the West
Julie Adams	Nominee representing the Federal Member for Cook
Matt Thistlethwaite (MP)	Member for Kingsford Smith
Tim Murray	Nominee representing Federal Member for Grayndler
Ken Welsh Sarah Guan	Nominees for Mayor Darcy Byrne (Inner West Council)
Dr Christina Curry	Mayor of Bayside Council (Local)
Kerry Kyriacou	Representative for Randwick Council (Local)
Stephen Pearse	Executive Director of BARA
Rob Edney	Virgin Australia
Ted Plummer Ken Allcott Karen Halbert	Nominees representing Sydney Airport

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

Phil McClure Assistant Secretary Airports Branch	Paul Argent Director, South-West Airports and Noise Section
David McMahon Assistant Director, South-West Airports and Noise Section	Kate Gray Team Member, South-West Airports and Noise Section
Michelle Edlington Assistant Director, PFAS Procurement	Julie Coughlan Assistant Director, Environmental Regulation

Observers and Guest Presenters

Name	Representing	Capacity
Cath Dunstan Dean McAllister Andrew Deck Rachael Elazzi	Transport for NSW / John Holland Seymour Whyte Joint Venture	Presenter/Observers
Timothy Gill	Airservices Australia	Presenter
Russell McArthur	Airservices Australia	Presenter
Glen Lang	Airservices Australia	Observer
Rory Delaney	Airservices Australia	Observer
Duncan McComb	The Holt Estate 1861	Observer
Tony Williams	Environmental Impact Reports Pty Ltd	Observer
John Clarke		Observer

Sydney Airport Community Forum



SYDNEY GATEWAY

15 August 2023

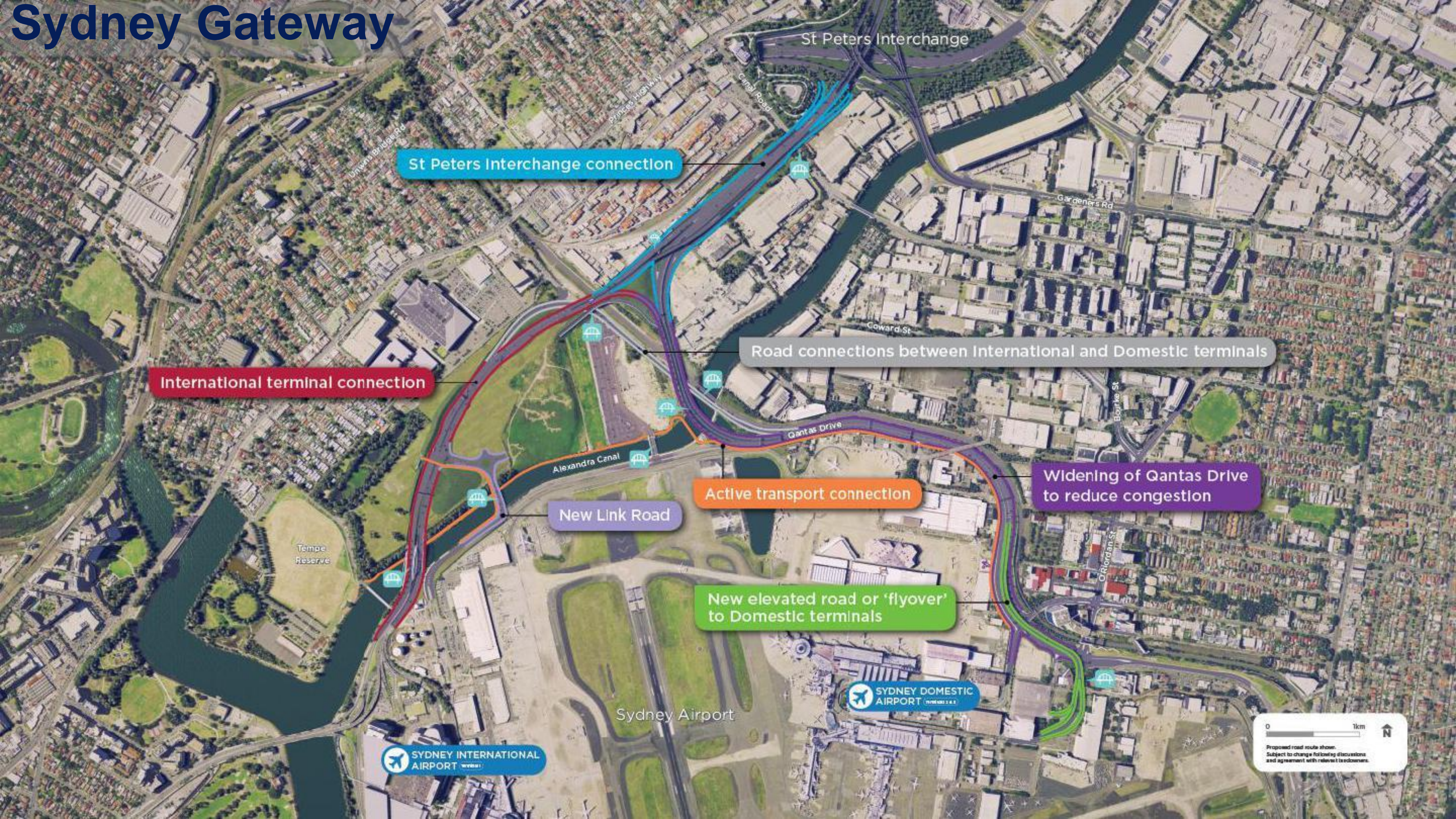
Agenda

- Project overview
- Construction update
- Traffic changes
- Cycle and pedestrian paths
- Questions





Sydney Gateway



St Peters Interchange

St Peters Interchange connection

Road connections between International and Domestic terminals

International terminal connection

Widening of Qantas Drive to reduce congestion

Active transport connection

New Link Road

New elevated road or 'flyover' to Domestic terminals

SYDNEY DOMESTIC AIRPORT

SYDNEY INTERNATIONAL AIRPORT

0 1km
Proposed road route shown.
Subject to change following discussions
and agreement with relevant stakeholders.

Construction Update

Target Program

PROJECT STAGES	TIMELINE																												
	2020				2021				2022				2023				2024				2025								
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4					
Detailed design development / project plans				○	—————				○	Nov 2020 - Jan 2022																			
Utilities / early works				○	—————				○	Nov 2020 - Oct 2021																			
Main construction – bridges & roads								○	—————																○	Aug 2021 - Jan 2024			
Tie-ins / furniture / completion / demob																				○	—————				○	Dec 2023 - Nov 2024			

Sydney Gateway target completion: end 2024 (weather permitting)



Alexandra Canal – Bridge works between Qantas Drive and St Peters Interchange



Flyover – Entry to Domestic Terminals



Northern Lands – crossing Canal Rd

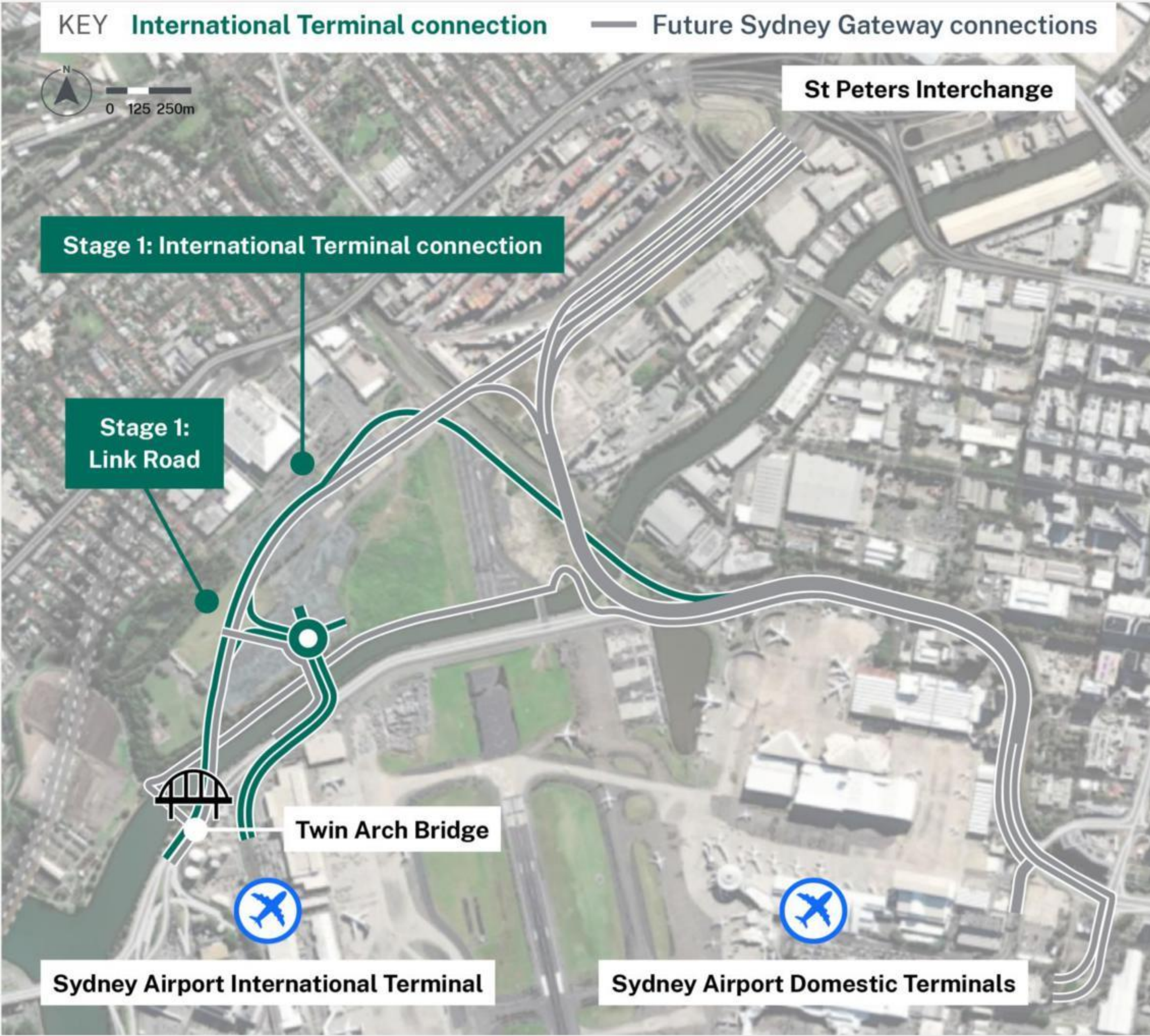
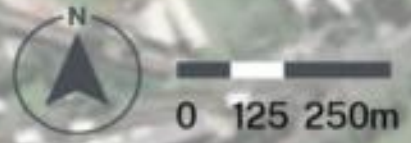


Tempe – Bridge to International Terminal



Tempe – Bridge launched over Alexandra Canal

KEY **International Terminal connection** — Future Sydney Gateway connections



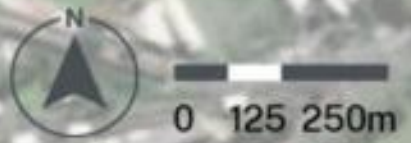
Stage 1: International Terminal connection



Airport Drive is currently the key connection between Sydney Airport International and Domestic Terminals. Vehicles going east towards Mascot, near the International Terminal, will be directed onto the new Twin Arch Bridge and the existing eastbound movement on Airport Drive will be removed.



Sydney Gateway will provide a new freight connection into Sydney Airport international freight terminal. Freight travelling eastbound that would usually access the terminal from Airport Drive will be directed over the Twin Arch Bridge.



Stage 2: Flyover to the Domestic Terminals

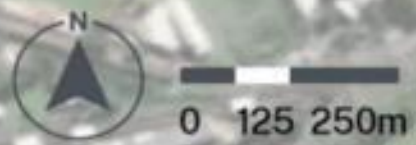


The new 800-metre-long Flyover into the Domestic Terminals on Qantas Drive, will open to vehicles. Once opened, the existing right turn from Qantas Drive onto Sir Reginald Ansett Drive will be removed.



Trucks using Qantas Drive to access Port Botany will have an improved journey around the Domestic Terminals as east-bound vehicles travelling to the Airport will use the new Flyover.

In late 2023 we will remove the right-in and right-out traffic movement at the Lancastrian Road intersection.



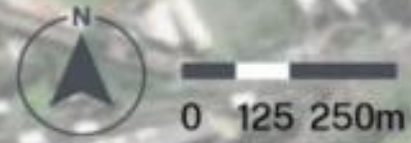
Stage 3: Widened Qantas Drive



Vehicles travelling on Qantas Drive, towards the International Terminal and the M5, will use the new road connection. At this stage, all road users in both directions will be directed onto the completed Twin Arch Bridges and will no longer use the existing Airport Drive.



Trucks travelling in both directions will access Sydney Airport international freight terminal from the new Link Road connection towards the Twin Arch Bridges.



Stage 4: St Peters Interchange connection

St Peters Interchange

Stage 4: New pedestrian and cycling connections

Sydney Airport International Terminal

Sydney Airport Domestic Terminals

Stage 4: St Peters Interchange + new pedestrian and cycling connections



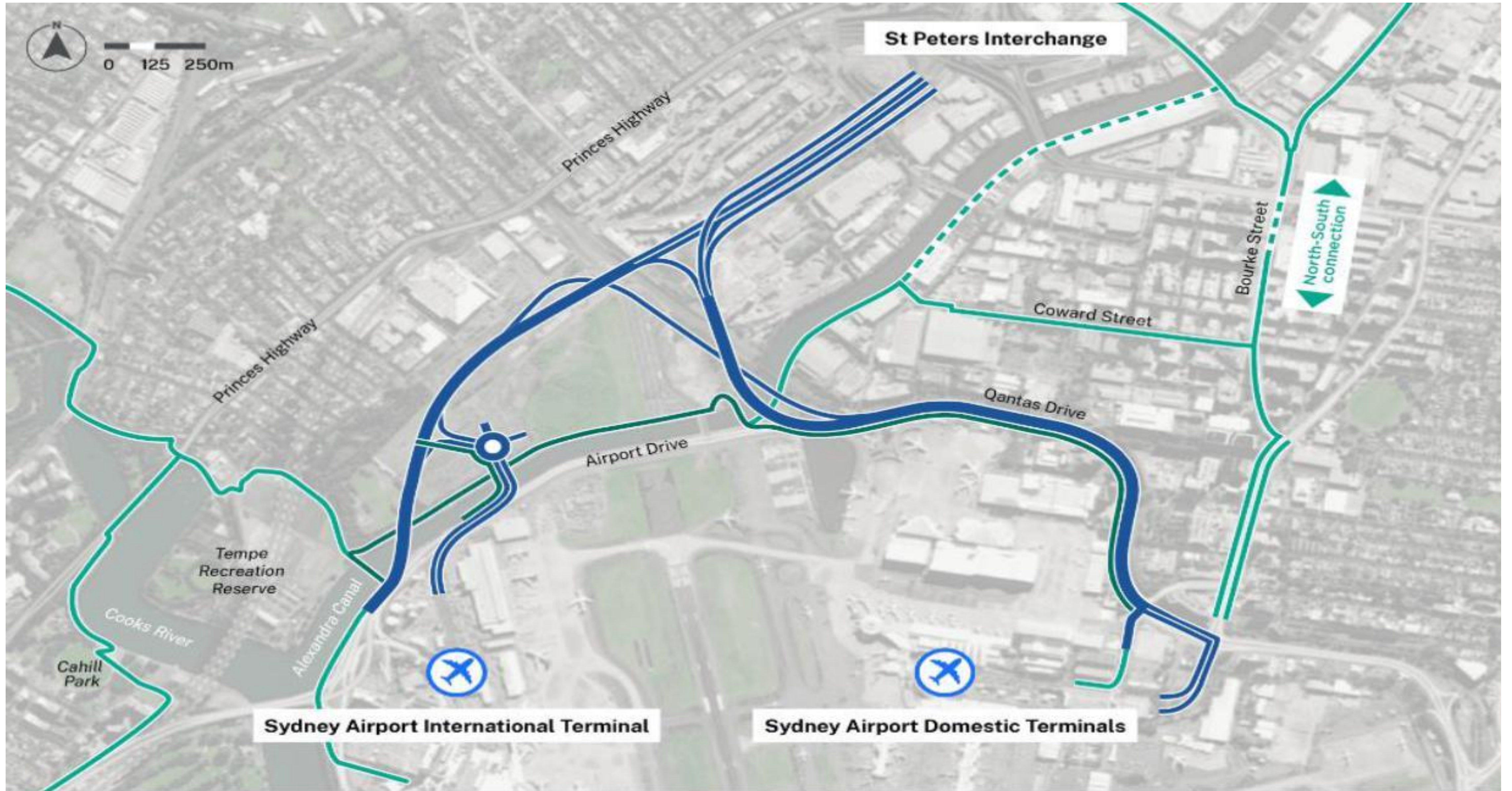
Sydney Gateway will connect with St Peters Interchange allowing for 100,000 vehicles per day, including 10,000 trucks.



Over three kilometres of new pedestrian and cycle path will open, providing new connections between the International and Domestic Terminals and integrating with the wider walking and cycling network.



New pedestrian and cycle path connections





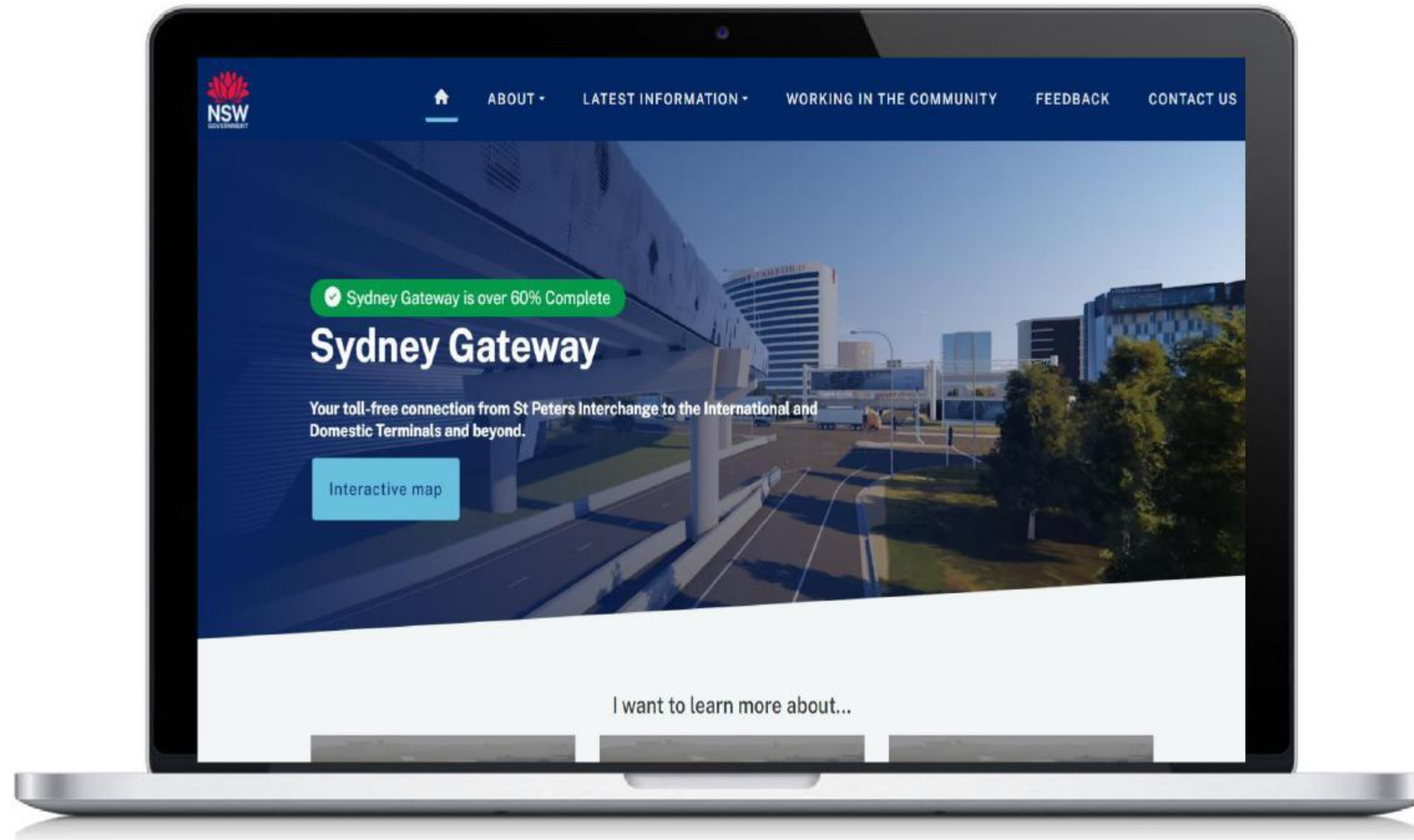
Rest Area – southern side of Alexandra Canal



Rest Area – northern side of Alexandra Canal

Keeping you up to date

Learn more at nswroads.work/SydneyGateway



Community Information Centre: 1800 654 446 sydneygateway@jhs.com.au
Building D 10 Bourke Road, Mascot

Sydney Airport Community Forum

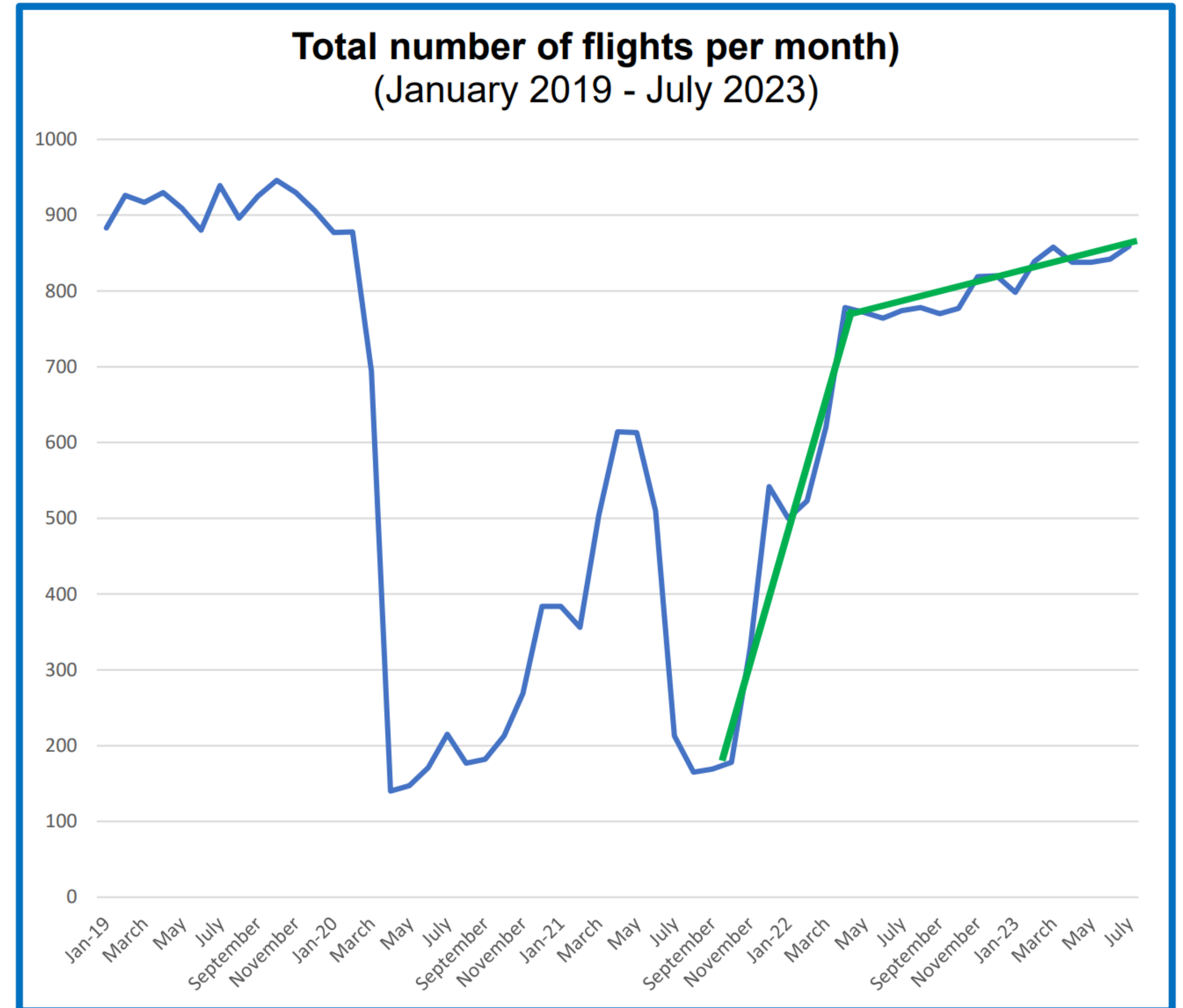
15 August 2023

SYD

SYD traffic performance update

- 3.06 million passengers passed through Sydney Airport in June 2023, representing an 89.9% recovery compared to pre-COVID June 2019. This is the strongest post-COVID performance to date.
- 1.16 million passengers passed through the International (T1) terminal in June. This represents an 88.8% recovery.
- 1.90 million domestic passengers passed through the Domestic (T2/T3) terminals in June. This represents an 90.6% recovery.
- The number of Chinese visitors continues to surge as the seven airlines flying between Sydney to mainland China increase capacity, with 51 return services now flying weekly.
- For the third month in a row, Chinese nationals have ranked third in the top 10 nationalities travelling through Sydney Airport, with the June number representing a 69% recovery rate on pre-pandemic June 2019 passengers. This is a significant jump from May, when the recovery rate was 54% and a strong result considering at the start of the year Chinese visitor numbers were just 22% recovered.

SYD



Upcoming projects – South-east sector

- The Project – which is included in Sydney Airport's *Master Plan 2039* – involves:
 - Construction of six new code E/F aircraft parking bays in the South-east sector near the Air Traffic Control Tower and Blu Emu Carpark. These will be used by larger aircraft like the A380, A350 and B777.
 - Construction of two new taxiways – Taxiway Juliet and Taxilane Kilo – and the extension of the existing Taxiway Delta to connect with the new bays.
 - Airside road realignment.
- Approved in 2019, construction started in 2020 but was put on hold due to COVID.
- Construction has recommenced and will take around 2 years to complete.



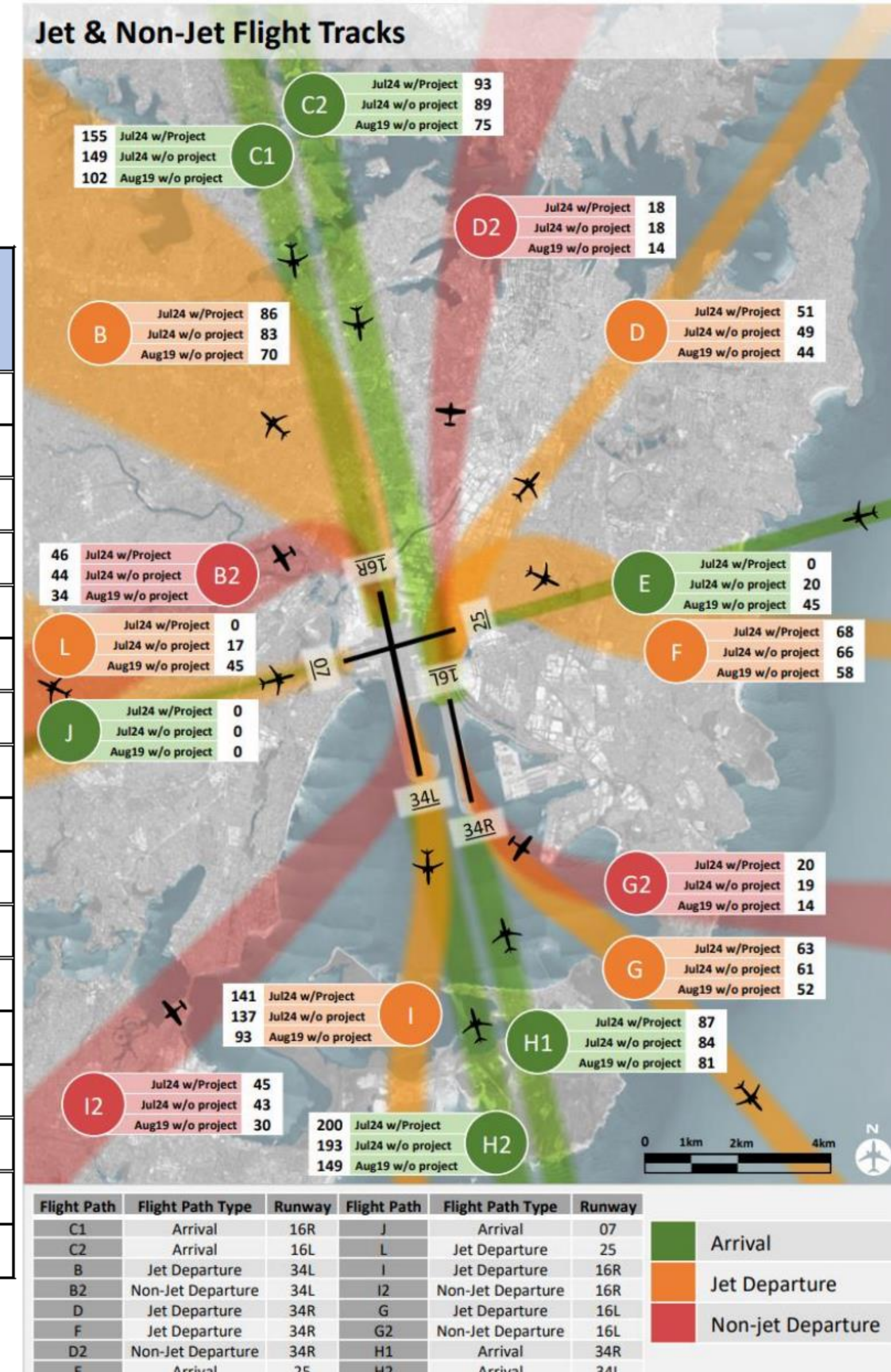


Project implications for SYD flight paths

- Due to the proximity of the worksite to the east-west and main north-south runways, the use of those runways will be unavoidably affected during construction to ensure the safety of workers.
- This means:
 - Opportunities for noise sharing on weekdays will be affected. Only one of the LTOP's three noise sharing modes (Mode 7) will be available on weekdays (except for the 10-week closure period referred to below) .
 - Noise sharing opportunities on weekends won't change.
 - From October 2023, the east-west runway will be temporarily closed for no more than 10-weeks. It will be able to be recalled should weather/wind conditions require its use.
 - While work on the project is being carried out adjacent to the main north-south runway during curfew, that runway can't be safely used for departures between 11pm and 6am as now occurs.
 - The Sydney Gateway road project and routine maintenance work on the runway will also prevent its use during curfew.
 - This means the parallel north-south runway will be used instead. This will be for no more than 70 nights until 31 December 2023. This will also need to occur in 2024 although the number of nights is yet to be confirmed and will be subject to Commonwealth approval.

Forecast change in the distribution of flights

Flight Path	Number of flights per day August 2019 (actual) (without the Project)	Number of flights per day July 2024 (forecast) (without the Project)	Number of flights per day July 2024 (forecast) (with the Project)	Change due to Project
B	70	83	86	4%
B2 *	34	44	46	5%
C1	102	149	155	4%
C2	75	89	93	4%
D	44	49	51	4%
D2 *	14	18	18	no change
E	45	20	0	- 100%
F	58	66	68	3%
G	52	61	63	3%
G2 *	14	19	20	5%
H1	81	84	87	4%
H2	149	193	200	4%
I	93	137	141	3%
I2 *	30	43	45	5%
J	0	0	0	no change
L	45	17	0	- 100%
TOTAL	906	1,072	1,072	



To the Householder

Community update

SYD

July/August 2023

Dear Householder

New taxiways and aircraft parking bays at Sydney Airport

In 2021, passenger numbers at Sydney Airport hit their lowest point of the COVID pandemic, at just 1% of 2019 levels. Today, passenger numbers are back to more than 85% of 2019 levels and we expect growth to continue as more people are choosing to fly.

With that recovery, a number of major capital works projects at the airport that had been suspended due to COVID are now restarting.

One project will see two new taxiways constructed, an existing taxiway extended and six new aircraft parking bays constructed in our south-east sector near the Air Traffic Control Tower and Blu Emu Carpark.

The project, which was originally approved by the Australian Government in 2019, is a \$169 million investment to meet forecast aviation demand in 2029. It will take around two years to complete.

Due to the proximity of the worksite to the east-west and main north-south runways, the use of those runways will be unavoidably affected to ensure the safety of workers. This means:

1. Opportunities for aircraft noise sharing on weekdays will be affected. However, noise sharing opportunities on weekends won't change;
2. From October 2023, the east-west runway will be temporarily closed for up to 10-weeks; and
3. For safety reasons, the limited number of overnight domestic freight aircraft that are permitted to use the main north-south runway between 11pm and 6am will instead use the parallel north-south (or third) runway. Initially, this will be for no more than 70 nights until 31 December 2023.

The number of aircraft using our east-west runway will therefore temporarily decrease and the number using the two north-south runways will temporarily increase. Depending on which of Sydney Airport's flight paths is being used, the increase will be between one and six flights in total between 6am and 11pm, or 3–4%.

The Sydney Gateway road project and routine maintenance work that needs to be undertaken on the main north-south runway also means there'll be nights when the parallel north-south runway will need to be used by overnight freight aircraft between 11pm and 6am.

Sydney Airport apologises for this temporary change and is committed to completing the project as quickly as possible to minimise the impact on the community.

Further information on the project, including more detailed information on the likely change in the pattern of flights around the airport, can be found at www.sydneyairport.com.au/majorprojects. My contact details are also included on the reverse side of this letter should you wish to discuss this project further with me.

Yours sincerely



Ted Plummer
Senior Adviser Government and Community Relations

Frequently Asked Questions & Answers

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Q: Why does Sydney Airport need new and enlarged taxiways and new aircraft parking bays?

A: The new and enlarged taxiways will allow aircraft taxiing to or from a passenger terminal to do so more efficiently, saving time and reducing emissions.

All airports need areas where airlines can park their aircraft once they've landed and passengers have exited into the terminal. This avoids the aircraft having to stay on the gate for extended periods of time. Due to increased demand, Sydney Airport is providing an additional six parking bays for larger aircraft types like the A380, B777 and B787.

Q: How will the use of Sydney Airport's three runways be affected?

A: The worksite is immediately adjacent to the east-west and main north-south runways. To ensure the safety of workers on the site and aircraft, the use of those runways will be affected. For example, subject to the approval of the Civil Aviation Safety Authority, aircraft using the east-west runway will only be able to take-off to the west. No landings will be permitted. During the curfew, aircraft will not be able to take-off to the south on some nights and will instead use the parallel north-south runway.

Q: How will aircraft noise change in areas around the airport while work is underway?

A: The number of aircraft using the east-west runway will temporarily decrease and the number using the two north-south runways will temporarily increase.

The increase will be between one and six flights in total between 6am and 11pm, or 3–4%. More precise information on the expected change for each of Sydney Airport's 17 flight paths can be found at: www.sydneyairport.com.au/majorprojects.

Q: Why will aircraft be using the parallel north-south runway during the curfew between 11pm and 6am rather than the main north-south runway?

A: While work on the Project is being carried out immediately adjacent to the main north-south runway during curfew, that runway can't be safely used between 11pm and 6am as now occurs. The Sydney Gateway road project and routine maintenance work on the runway will also prevent its use during curfew. This means the parallel north-south (or third) runway will instead be used. This will be for no more than 70 nights until 31 December 2023. This will also need to occur in 2024 although the number of nights is yet to be confirmed.

Commonwealth legislation has always allowed emergency Air Ambulance and a limited number of domestic freight and general aviation flights to operate on the main north-south runway between 11pm and 6am. The freight carried overnight is typically extremely time-sensitive or high value and includes Australia Post mail, food and perishables, radioactive isotopes and e-commerce.

Q: How will aircraft noise during the curfew change in areas around the airport while work is underway?

A: Temporarily using the parallel north-south runway during curfew means people living in Kurnell, La Perouse, Phillip Bay and Botany will likely hear aircraft noise between 11pm and 6am. Currently, these areas are only minimally affected by noise as flights arrive and depart using flight paths which are further away from residential areas.

Q: How can I get further information on this project?

A: Contact Sydney Airport's Senior Adviser Government and Community Relations, Mr Ted Plummer, on:

Phone: (02) 9667 6182 or 0409 072 436

Email: runway.safety@syd.com.au

Website: www.sydneyairport.com.au/majorprojects

Sustainability

- Sydney Airport is committed to supporting the decarbonization of the aviation industry.
- The most urgent aviation industry priority is developing a sustainable aviation fuel industry in Australia. Australia can have a significant role to play in the global fuels transition, and Sydney Airport commends the Australian Government's decision to establish a Jet Zero Council and looks forward to ongoing participation in the council.
- Significant progress has been made in achieving net-zero emissions by 2030. This comprises both 'Scope 1' emissions generated by the Airport's vehicle fleet and natural gas use and 'Scope 2' emissions generated to supply electricity to the Airport.
- On track to reduce Scope 3 emissions by 50% from ground operations by 2025.
- Sydney Airport is also on track to have 100% renewable electricity by 2025, with procurement already underway.
- Sydney Airport remains concerned about Sydney Water's Mill Stream sewage overflows and the consequent increase in aviation safety, human health, and environmental risk.
- Sydney Airport implements a Wildlife Management Plan to reduce the risks created by Sydney Water's infrastructure and works with Sydney Water to ensure appropriate signage and clean up occurs after each discharge event.
- The root cause of these events must be addressed by Sydney Water. Sydney Airport remains actively engaged with Sydney Water, Bayside Council and the Airport Environment Officer in relation to these issues.

Thank you.

Corporate Affairs

events@sydneyairport.com.au

SYD

Airservices Update

Sydney Airport Community Forum

SACF

15 August 2023

Airservices Update

- Air traffic movements Sydney Airport
- Noise monitors and WebTrak
- Noise Complaints and Information Service (NCIS) summary
- Airservices Community Engagement Standard
- Safety improvements for Runway 16L and 16R
- Questions

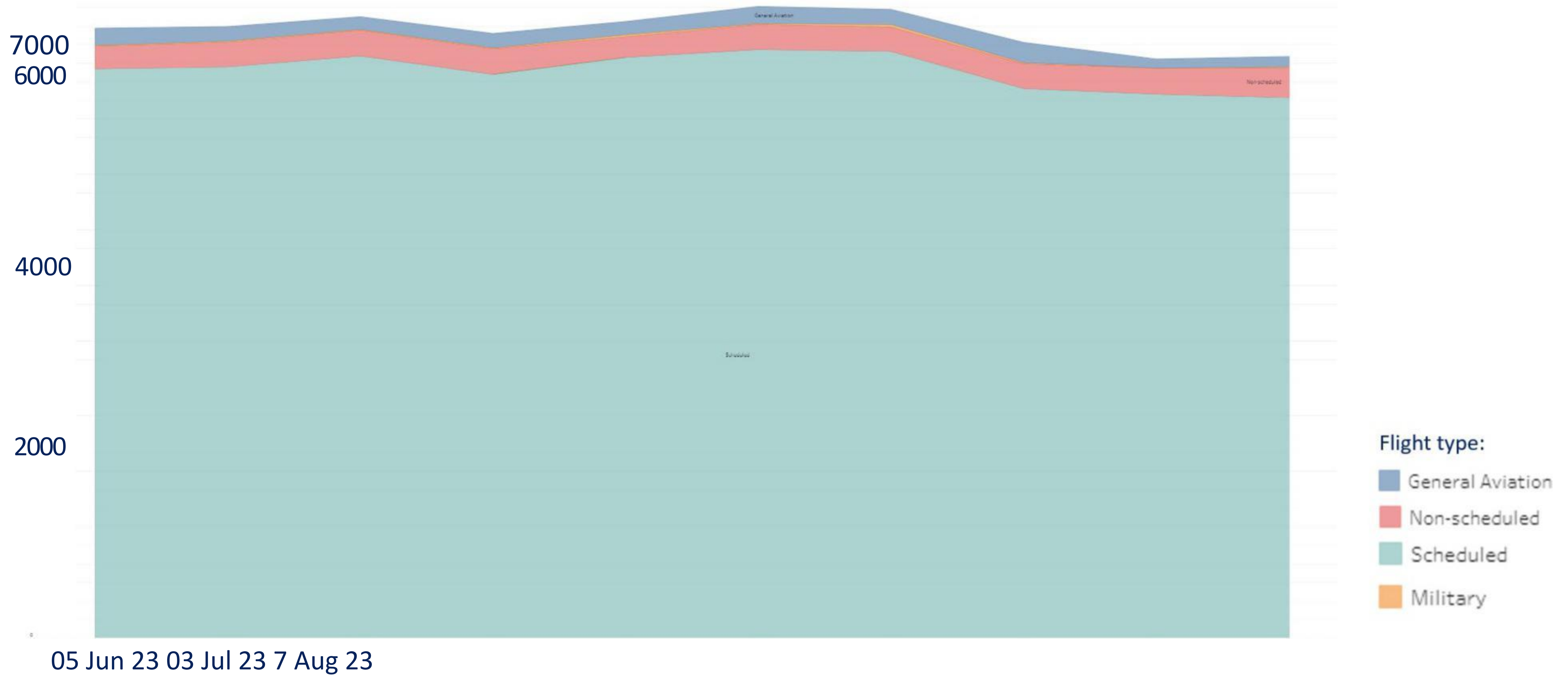


AIR TRAFFIC MOVEMENTS (WEEKLY)



Weekly Traffic - including General Aviation

Historic Traffic at YSSY Airport (including General Aviation*)



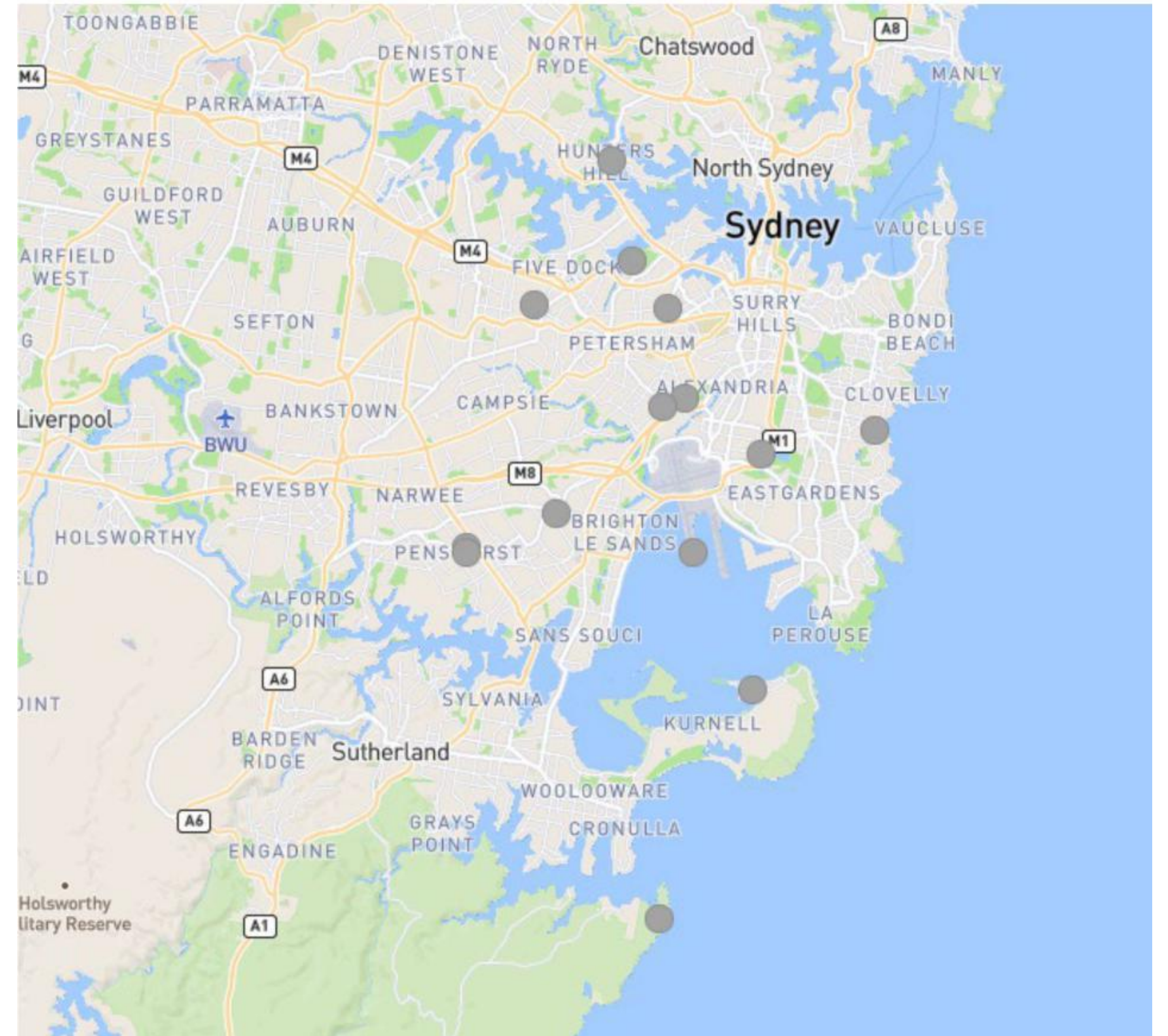
NOISE MONITORS

- Croydon missed 34 hrs 13-14 Mar due to hardware
- Bexley missed 7 hrs 22-23 Mar due to hardware
- Penshurst missed 159 hrs due to hardware
- Coogee missed 17 hrs between 9-12 Jun due to unstable hardware
- Coogee missed 33 hrs between 12-15 Jun due to hardware issue

WEBTRAK UPGRADE

Using WebTrak you can track flight activity, along with information about each aircraft. WebTrak for Sydney will be upgraded to expand the coverage area from 40km window to 80km window of Sydney and also reduce the delay of operations from 40 minutes to 15 minutes.

[WebTrak :https://webtrak.emsbk.com/syd3](https://webtrak.emsbk.com/syd3)



NCIS UPDATE

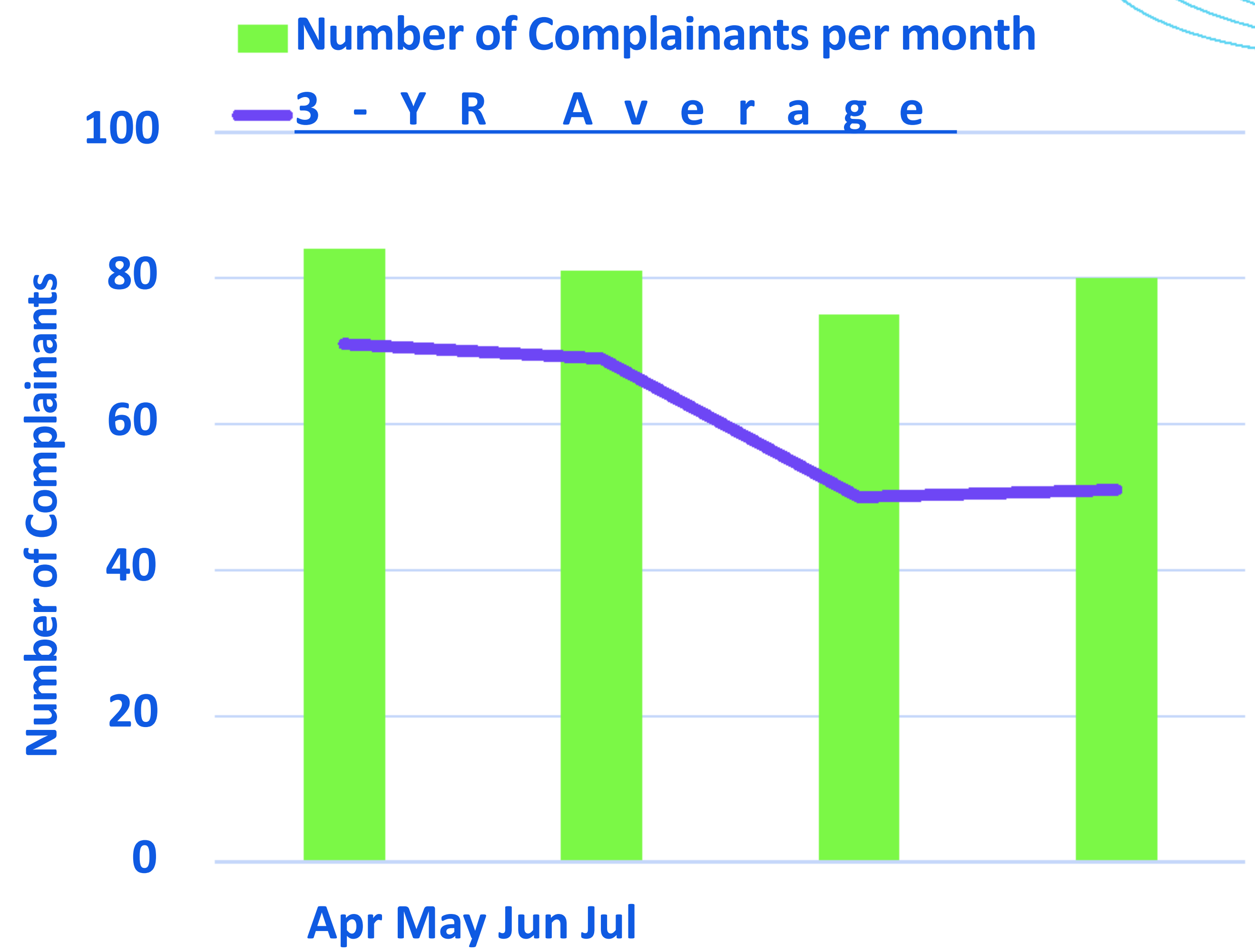
April – July 2023

Complainants

- 244 individual complainants
 - 1433 contacts
 - 129 new complainants

Suburb

- 110 Suburbs recorded a complainant
 - Kurnell – 38
 - Maroubra – 11
 - Bella Vista – 8
- 59 suburbs recorded a single complainant



NCIS UPDATE

April – July 2023

Issues

— Standard flight path movements

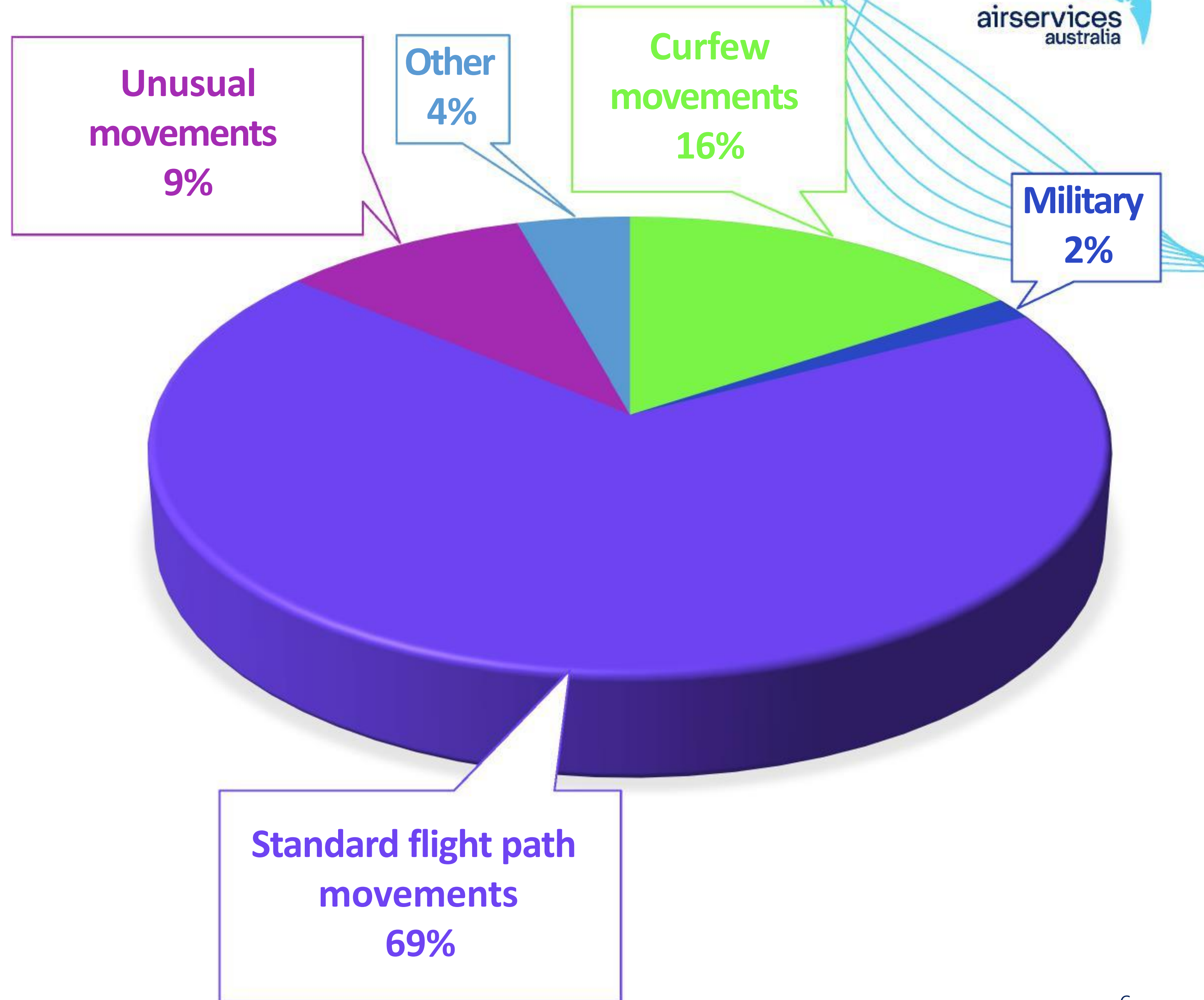
- Runway 34L departures – 57
- Runway 34R departures – 46
- multiple runway directions – 18
- Runway 16L arrivals – 15
- Runway 25 departures – 13
- Runway 16R arrivals – 12
- Runway 25 arrivals – 6

— Curfew movements

- permitted movements – 22
- runway closure – 12
- curfew dispensation – 3
- emergency services – 3

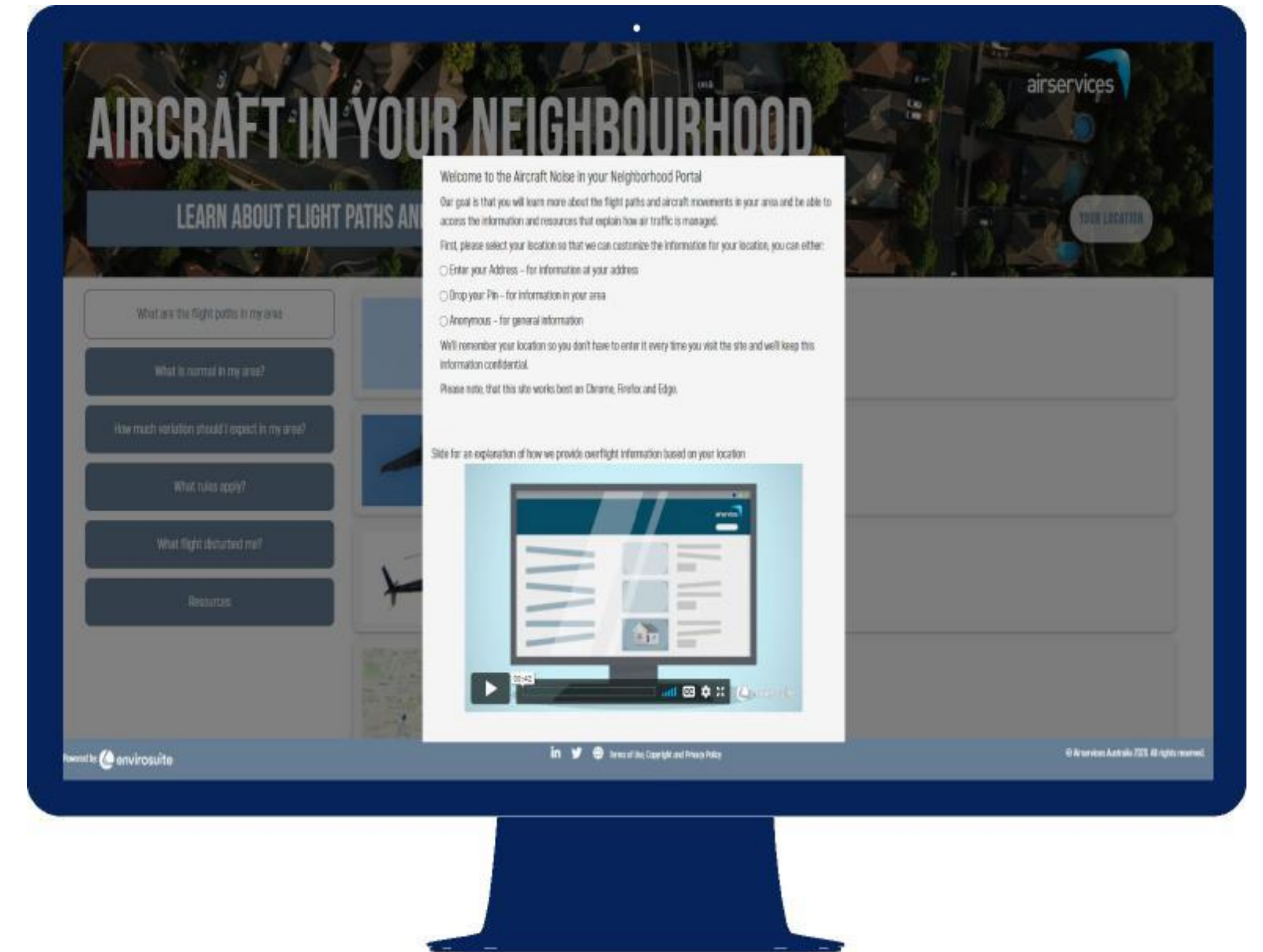
— Unusual movements

- weather diversions – 19
- Traffic management – 3
- Radar departures – 2



Aircraft in your neighbourhood

- <https://aircraftnoise.airservicesaustralia.com/>
- Enter your address or select Sydney
- Select 'What flight disturbed me' and 'Sydney complaints report'



COMMUNITY ENGAGEMENT STANDARD

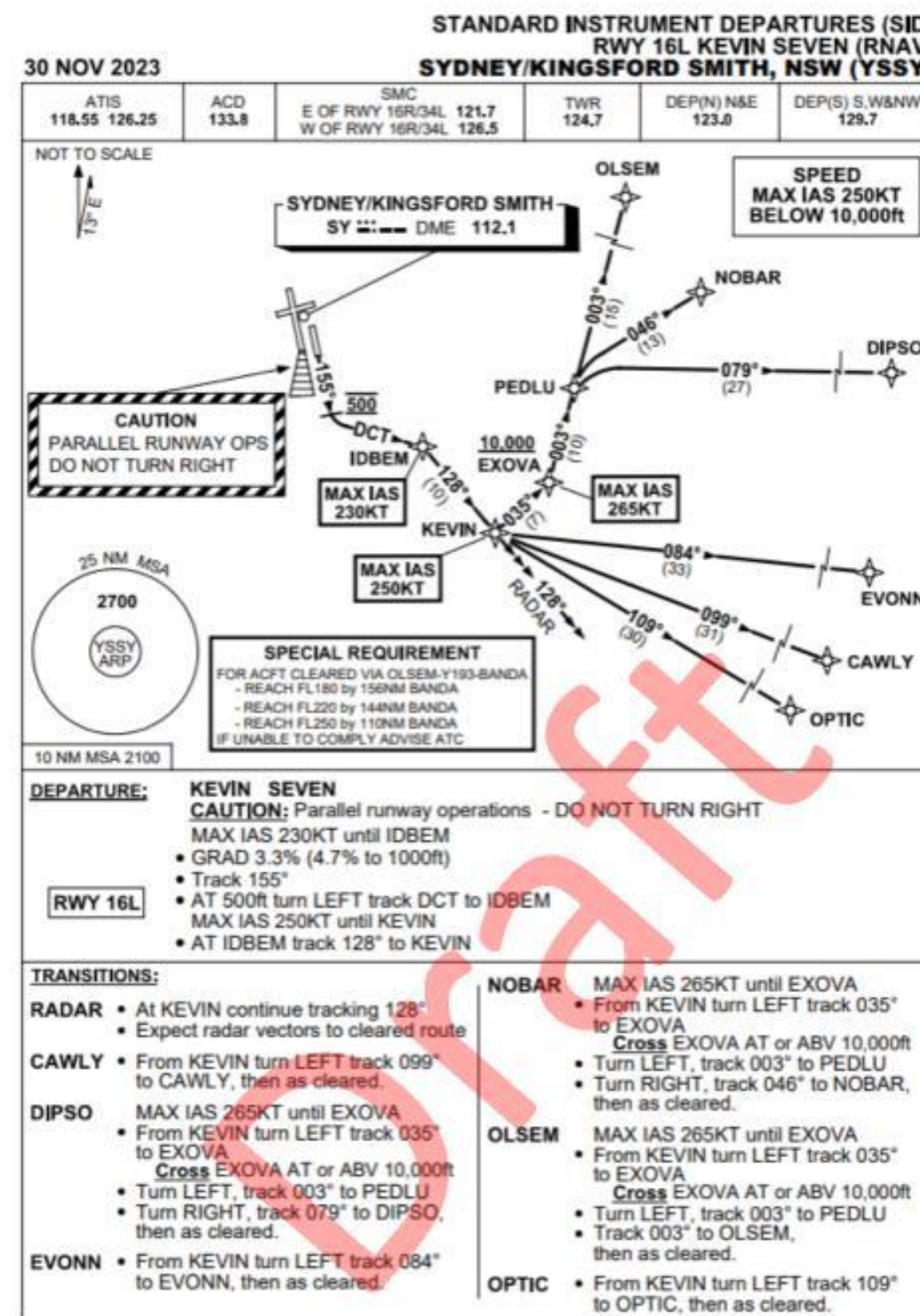
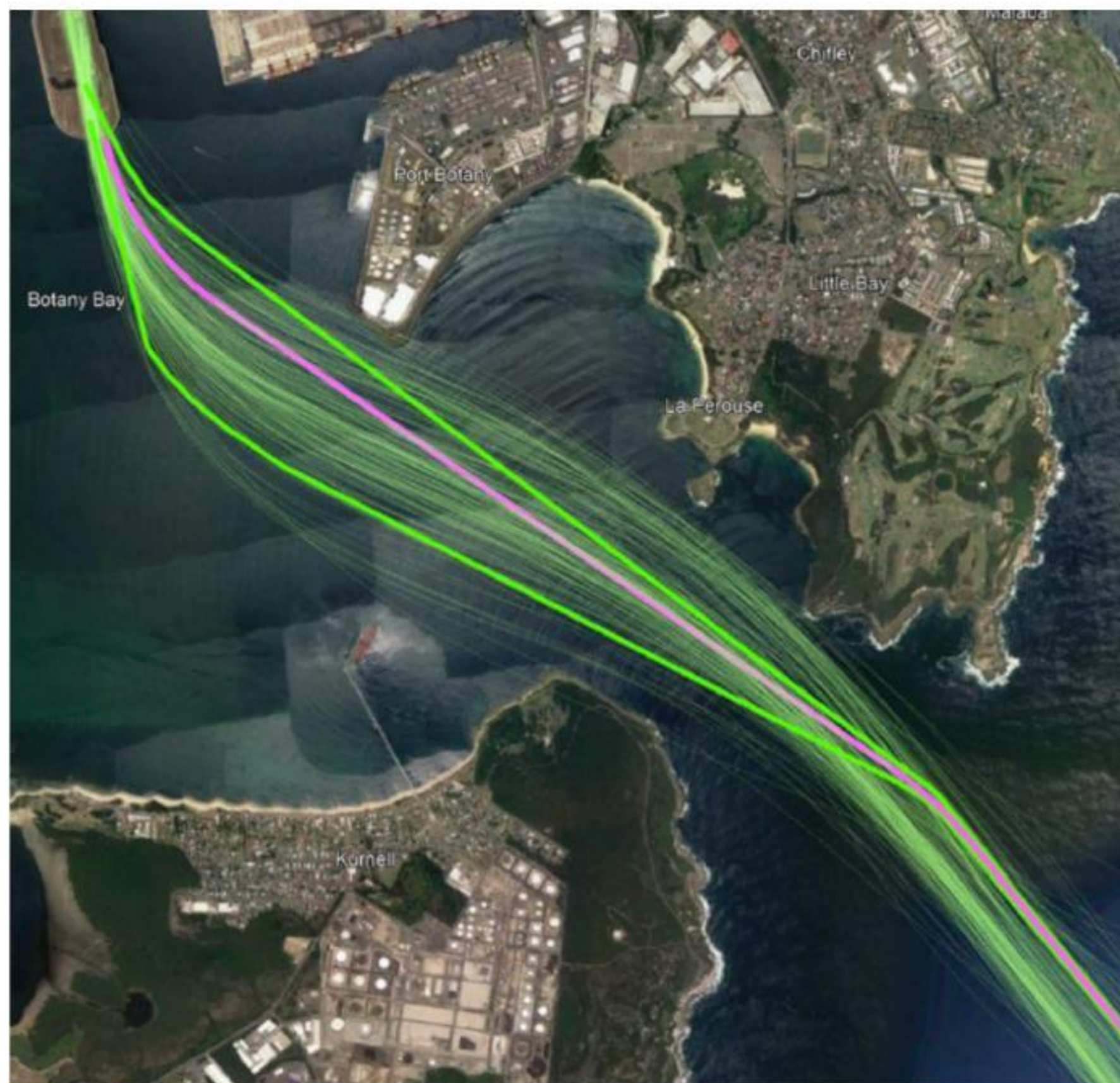
- Airservices Australia has community obligations when planning and implementing changes to flight paths. These include:
 - minimise the impact of aircraft operations on communities where practicable
 - undertake effective community engagement
 - inform the community of the development and implementation of significant changes to air navigation.
- To fulfill to these obligations and ensure best-practice community engagement on flight path and airspace changes, Airservices Australia is developing a new national Community Engagement Standard.
- Consultation completed 3 May – 23 June (c. 560 people engaged in the process with 4,000 hits on our Engage page)
- Incorporating feedback and plan to publish this month (Aug 2023)
- Find out more at: [Community Engagement Standard | Engage Airservices \(airservicesaustralia.com\)](https://www.airservicesaustralia.com)



Airservices Presentation

Current Safety work for Runway 16L departures

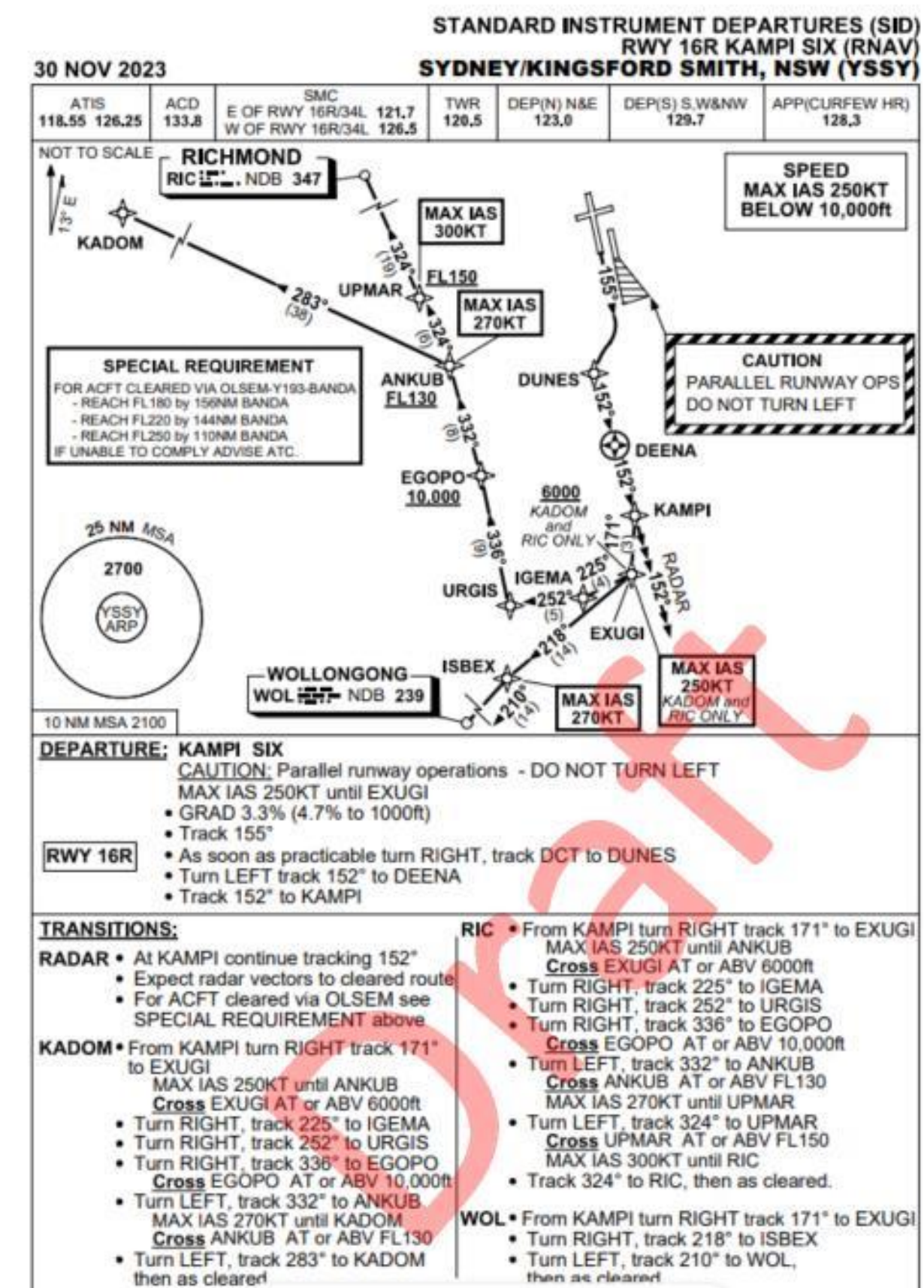
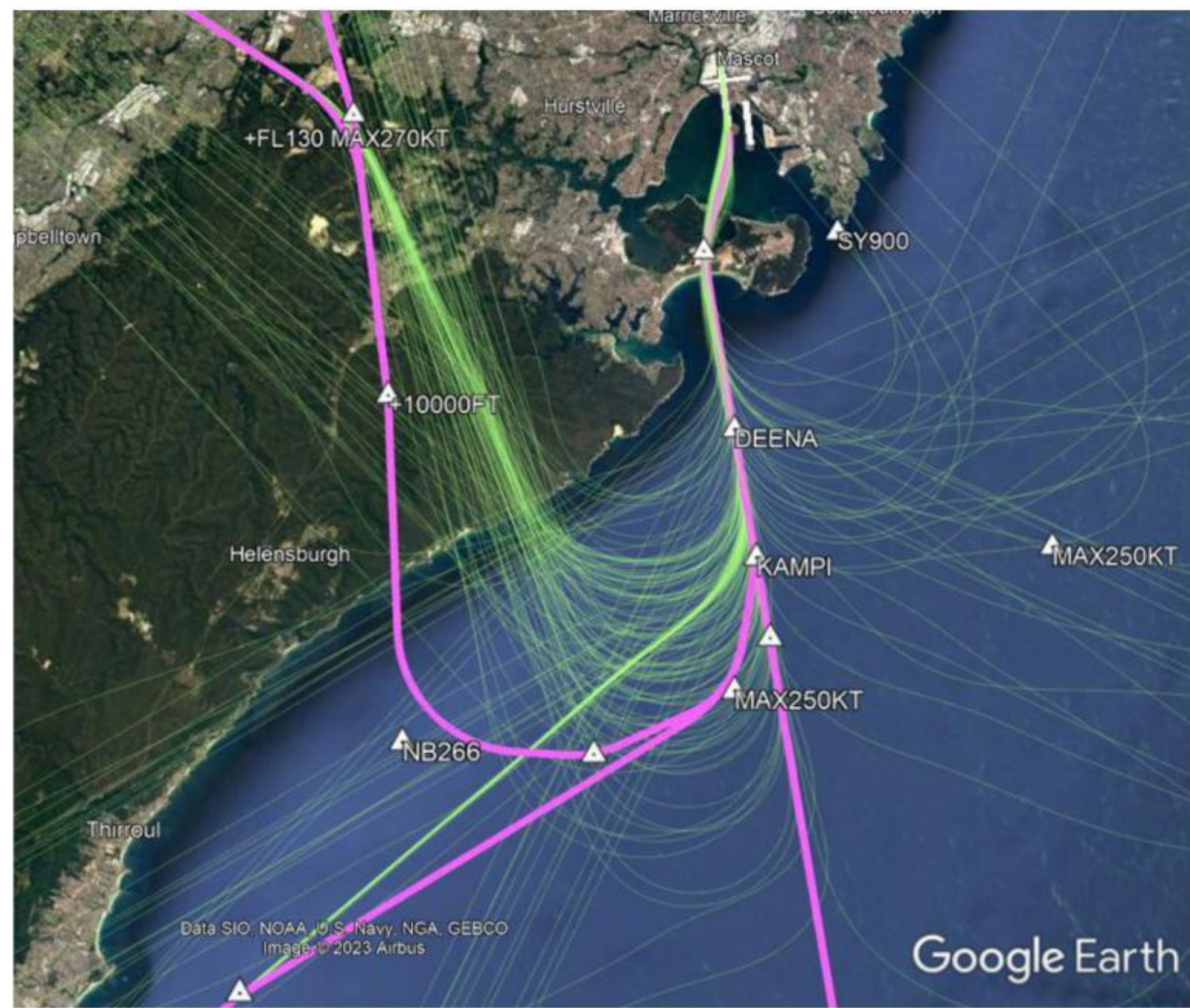
- Safety work has commenced on redesigned KEVIN SIX Standard Instrument Departure (SID) for Runway 16L departures
- The modified procedure is being introduced to increase altitude requirements to climb above arrivals using the MARLIN Standard Arrival Route (STAR)
- The modified procedure will include a departure instruction through Botany Bay heads which will reduce the total spread of jet aircraft when using the KEVIN SIX SID between the two green lines



Airservices Presentation

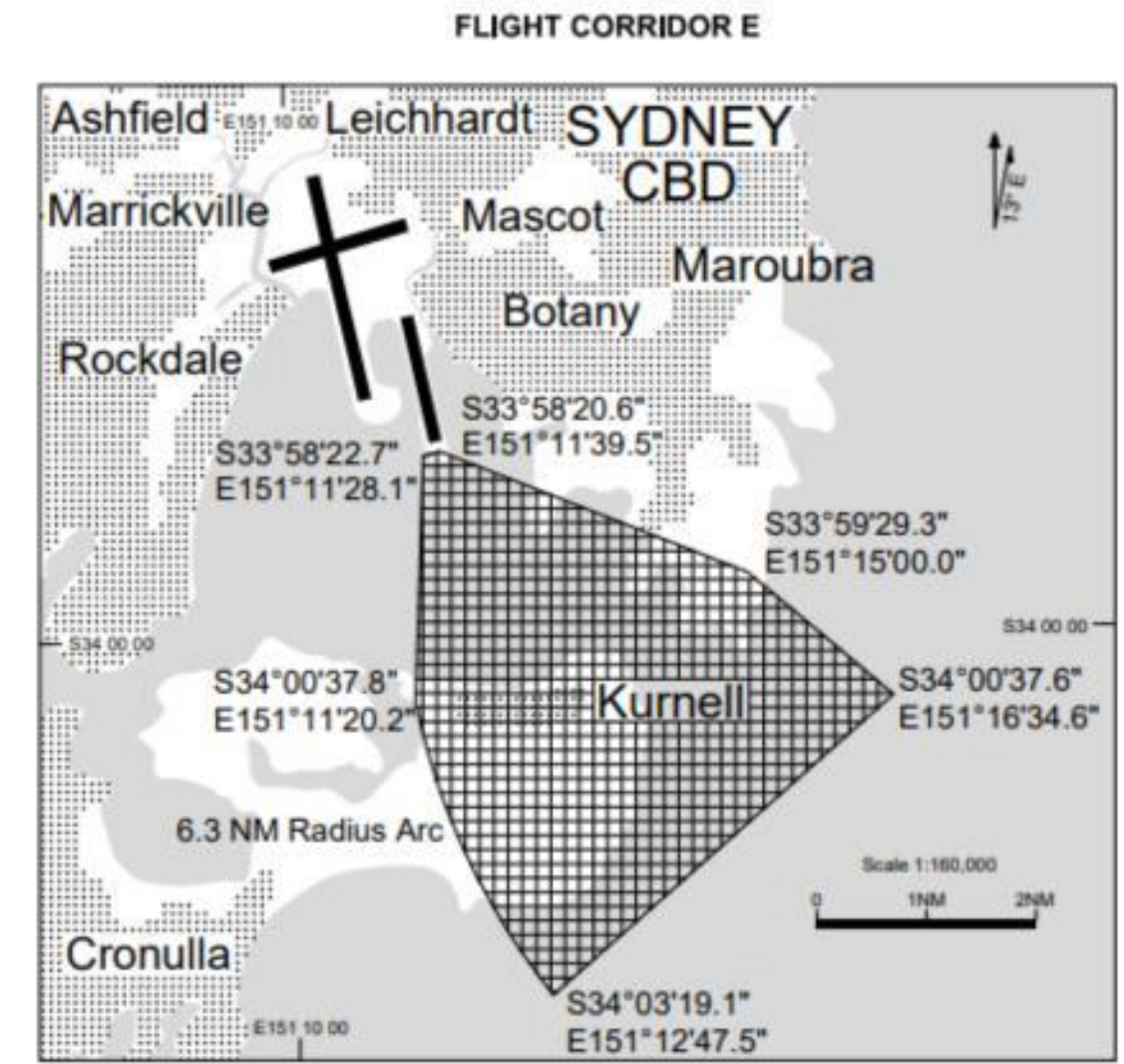
Current Safety work for Runway 16R departures

- Safety work has commenced on redesigned DEENA SID to address an issue identified by an ATSB investigation following a loss of separation. The replacement SID will be named KAMPI
- The new design provides a strategic separation assurance by ensuring aircraft do not turn inside towards the previous departure
- The initial tracking to DEENA remains the same and aircraft will be higher when crossing the coast towards the northwest

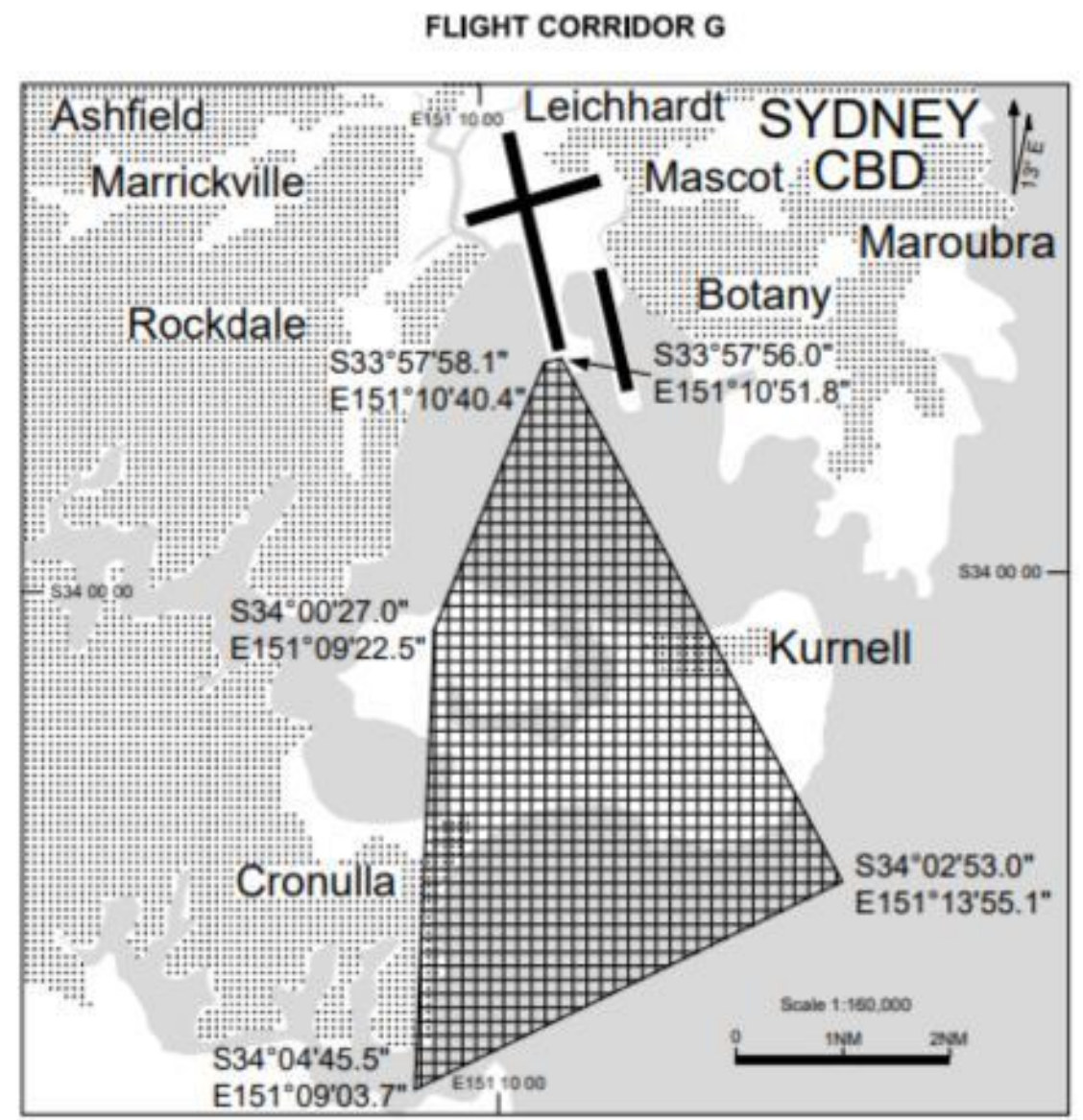


Noise Corridors for 16L & 16R

Aircraft may fly differently within these corridors for a range of reasons, including aircraft performance (including type, speed and weight) and navigation systems. Aircraft may deviate from flight paths within the flight corridor for a range of reasons, including weather and operational requirements, or at the approval of Air Traffic Control



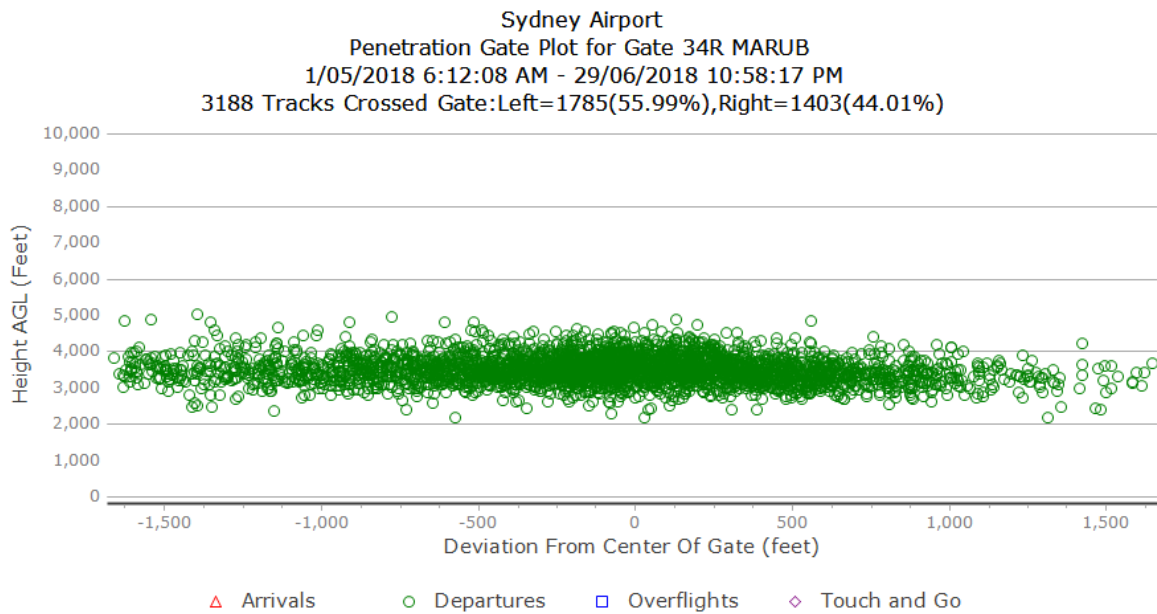
Flight Corridor E (Runway 16L - departure after take-off (IFR flight))
 The points by reference to which the location and dimensions of Flight Corridor E are defined are all the points on an imaginary line commencing at the point of intersection of Latitude 33°58'20.6" South and Longitude 151°11'39.5" East and proceeding in a south-easterly direction along the geodesic to the point of intersection of Latitude 33°59'29.3" South and Longitude 151°15'00" East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude 34°00'37.6" South and Longitude 151°16.34.6" East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude 34°03'19.1" South and Longitude 151°12'47.5" East, then in a north-westerly direction along an arc of a circle of radius 6.3 Nautical Miles centred on the point of intersection of Latitude 33°59'27" South and Longitude 151°18'46.8" East to the point of intersection of Latitude 34°00'37.8" South and Longitude 151°11'20.2" East, then in a northerly direction along the geodesic to the point of intersection of Latitude 33°58'22.7" South and Longitude 151°11'28.1" East, then in a north-easterly direction along the geodesic to the point of commencement.



Flight Corridor G (Runway 16R - departure after take-off (IFR flight))
 The points by reference to which the location and dimensions of Flight Corridor G are defined are all the points on an imaginary line commencing at the point of intersection of Latitude 33°57'56" South and Longitude 151°10'51.8" East and proceeding in a south-easterly direction along the geodesic to the point of intersection of Latitude 34°02'53" South and Longitude 151°13'55.1" East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude 34°04'45.5" South and Longitude 151°09.03.7" East, then in a northerly direction along the geodesic to the point of intersection of Latitude 34°00'27" South and Longitude 151°09'22.5" East, then in a north-easterly direction along the geodesic to the point of intersection of Latitude 33°57'58.1" South and Longitude 151°10'40.4" East, then in a north-easterly direction along the geodesic to the point of commencement.

THANK YOU

2018 – APRIL-JUNE

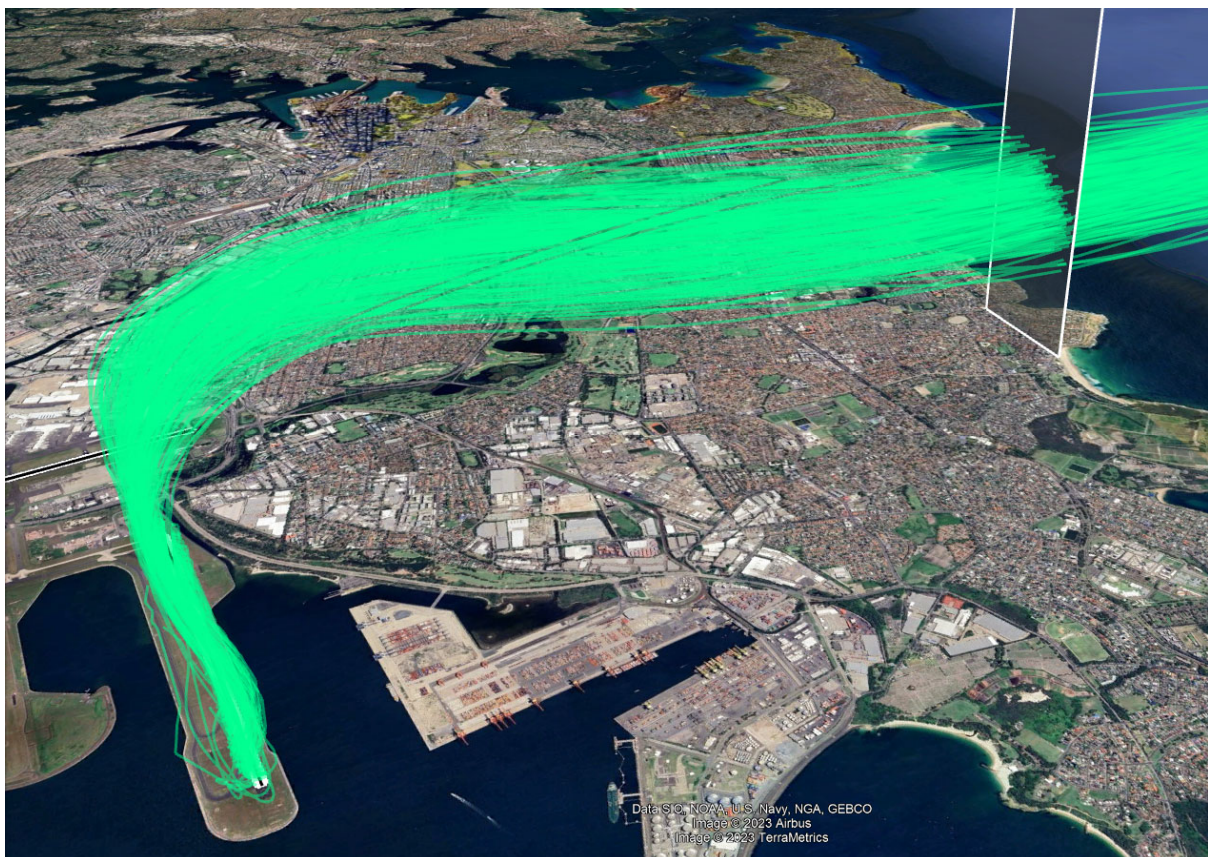


Year 2018: 3188 Flights sampled

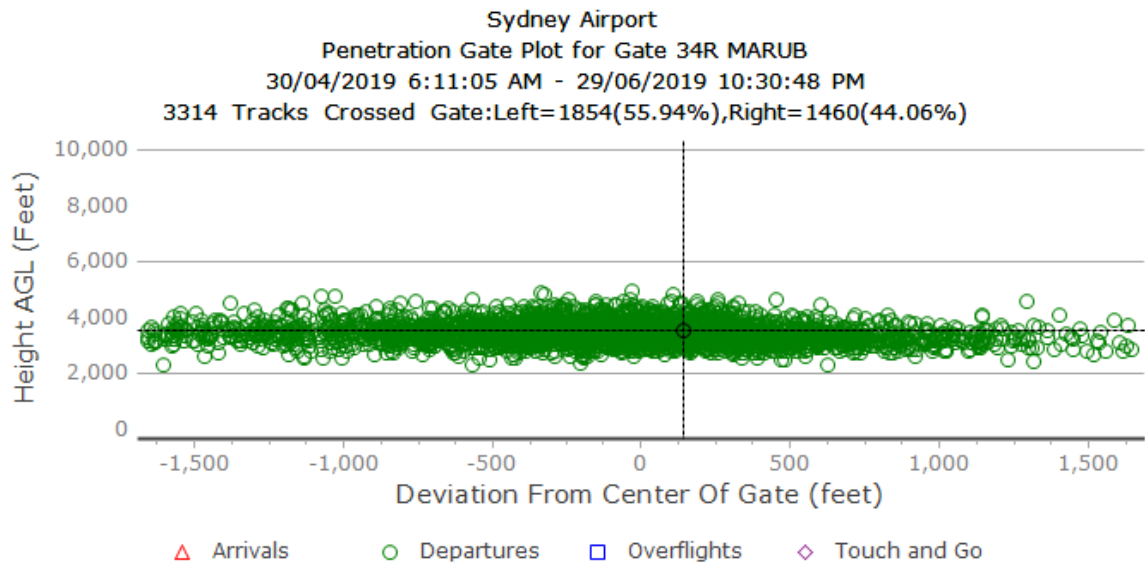
Min 2189FT

Max 5049FT

AVERAGE 3507FT at gate.



2019 – APRIL-JUNE

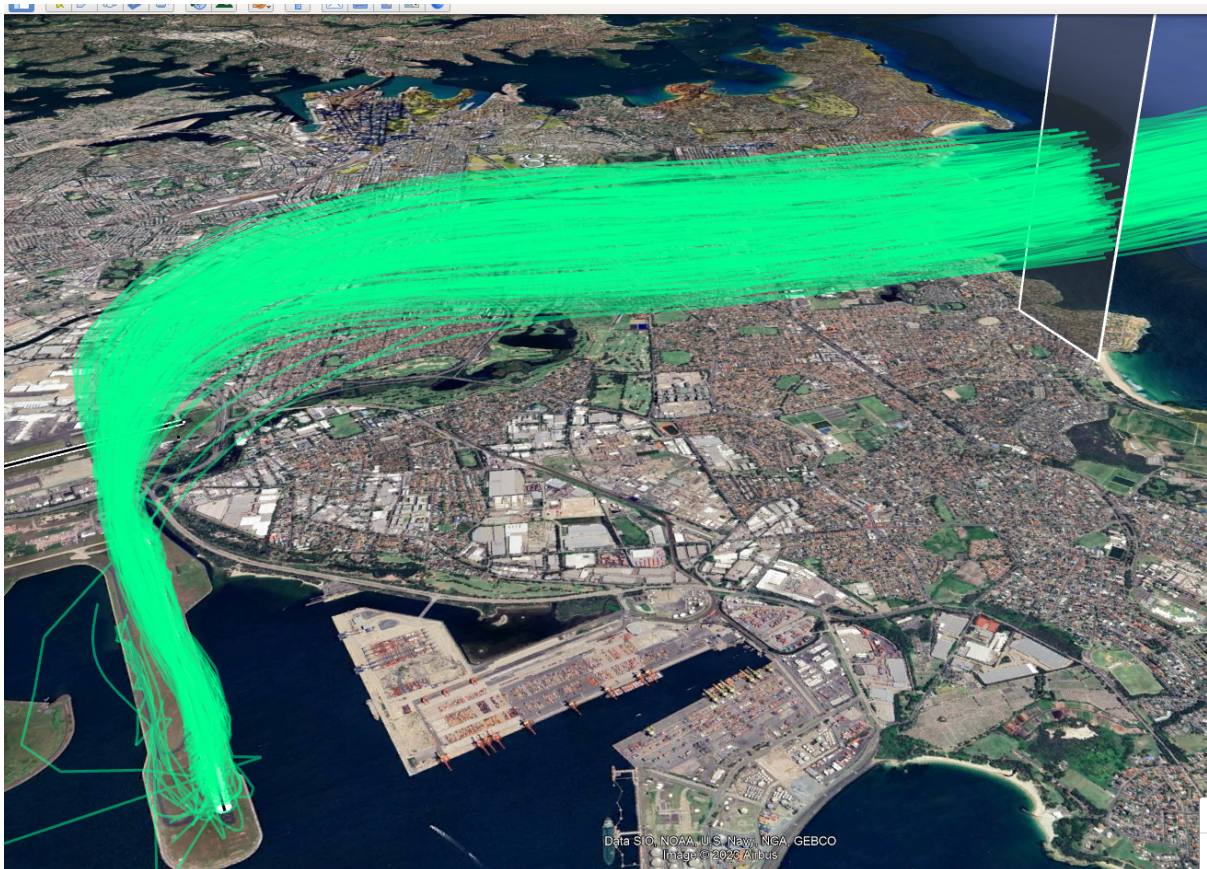


Year 2019: 3314 Flights sampled

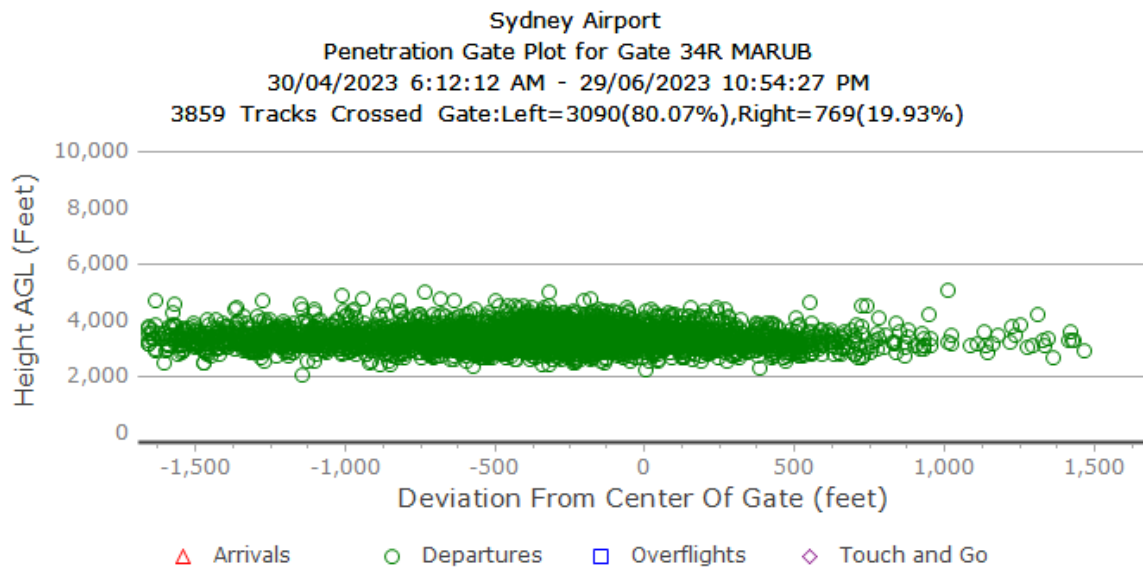
Min 2312FT

Max 4957FT

AVERAGE 3468FT at gate.



2023 – APRIL-JUNE

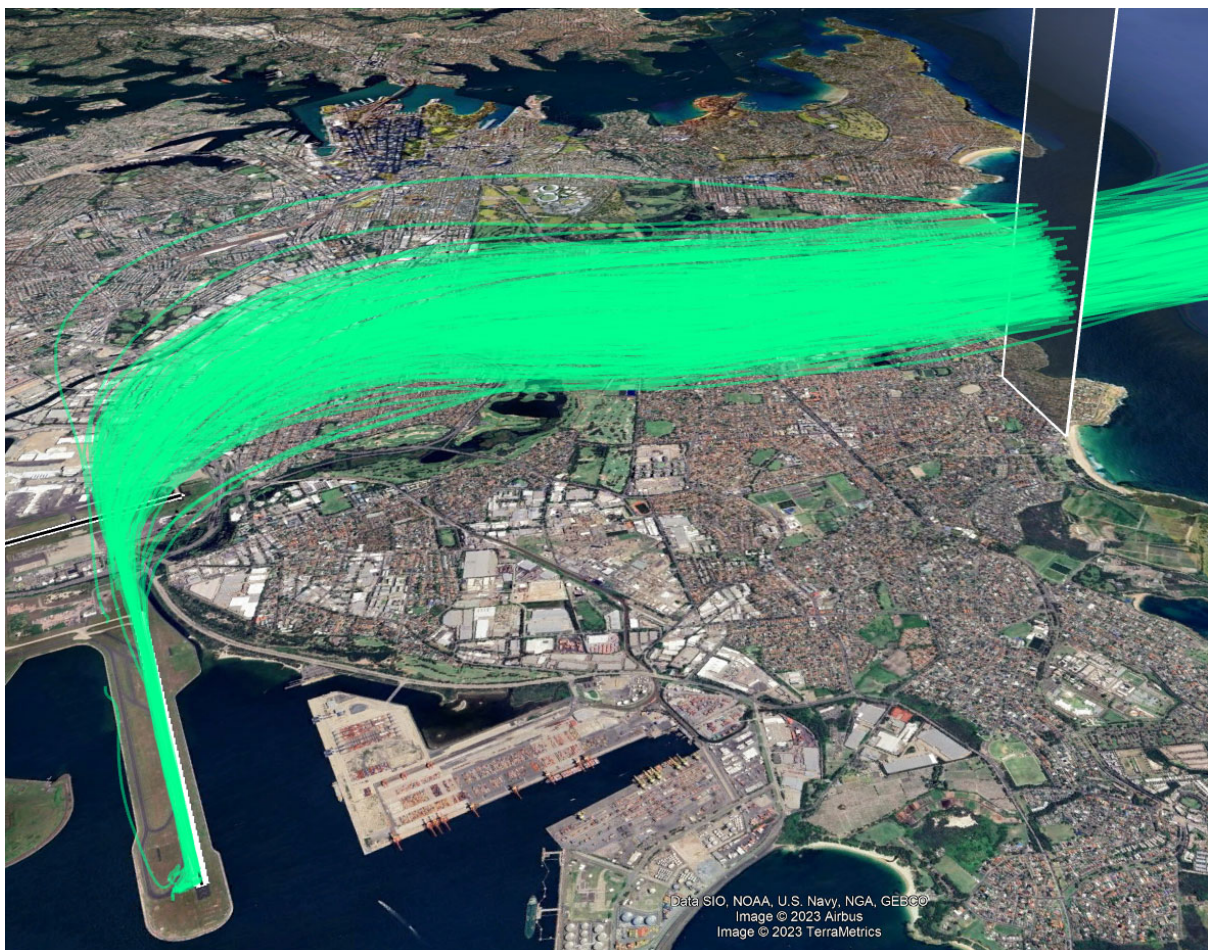


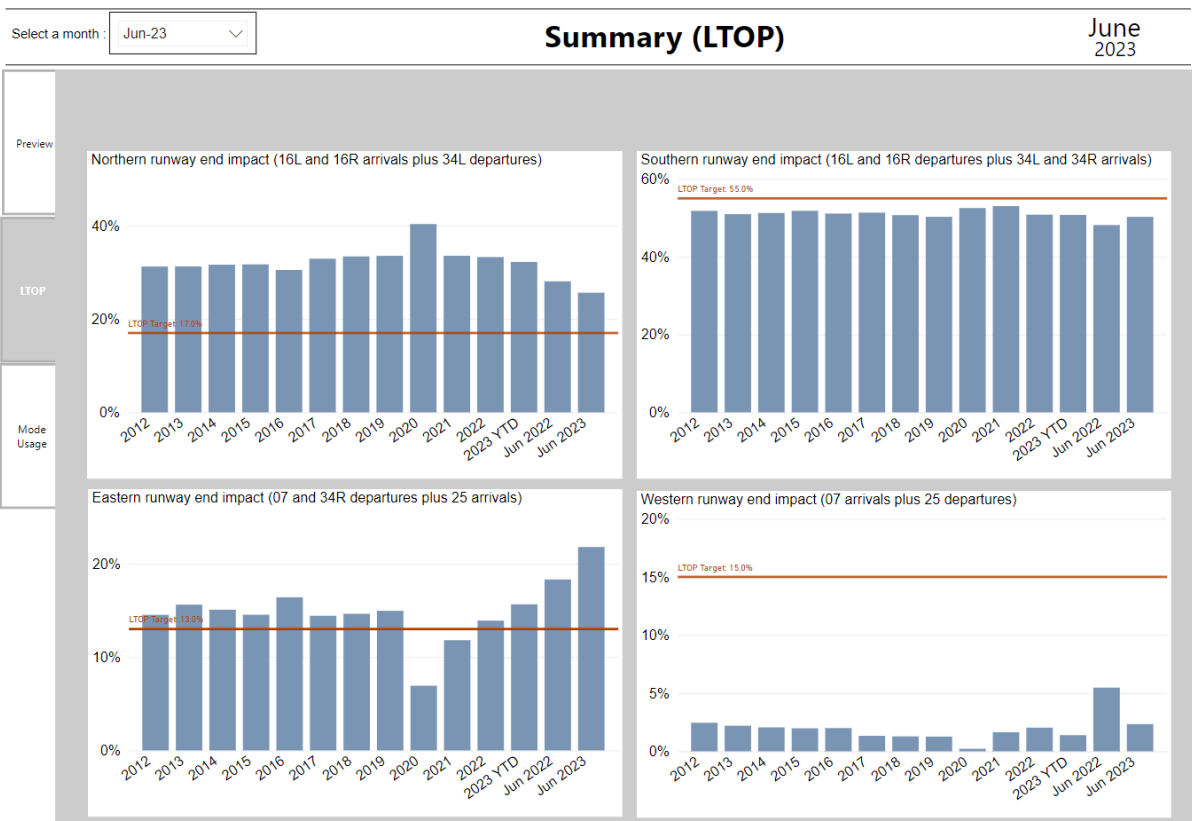
Year 2023: 3859 Flights sampled

Min 2055FT

Max 5106FT

AVERAGE 3392FT at gate.





Monthly Traffic (including General Aviation*)

