

**SYDNEY AIRPORT COMMUNITY FORUM (SACF)  
Meeting 03/2020, 10 July 2020****AGENDA ITEM 1      Opening Remarks and Adoption of Agenda**

The Chair welcomed members and guests and acknowledged the traditional owners of the land.

Given the ongoing COVID-19 pandemic, SACF met both in-person and by teleconference. The Chair reminded everyone the meetings are recorded and the recording is deleted after the draft Summary Record has been accepted.

The Chair introduced Lachlan Phillips and Sarah Leeming from the Department of Infrastructure, Transport, Regional Development and Communications, and noted that Sarah Tink was attending in place of Joseph Solomon.

The Chair called for SACF to adopt the agenda. The agenda was adopted with the amendment that Bob Hayes, Community Representative for the North, would present on a proposed SACF Resolution during Action Item 10. Discussion took place about the format of the Agenda Papers, and the Secretariat committed to providing more information in future Agenda Papers.

**Action Item 01/03** – SACF Secretariat to include Agenda Papers on all Agenda items for future SACF meetings.

**Action Item 02/03** – SACF Secretariat to include copies of important correspondence (both in and out) for future SACF meetings, along with the existing summary of all correspondence in and out.

**AGENDA ITEM 2      Confirmation of Draft Summary Records of Meeting 01/2020 and Meeting 02/2020**

Meeting 02/2020 was held by teleconference and consisted primarily of an update on the Government and Sydney Airport's responses to the ongoing COVID-19 pandemic. Due to this abbreviated agenda, SACF did not confirm the draft Summary Record for Meeting 01/2020 at Meeting 02/2020.

The draft Summary Records for both previous meetings were circulated on 6 July 2020.

**2.1      *Incorporation of suggested changes***

Meeting 1/2020 was held on 21 February 2020. Some of the Action Items arising from this meeting required the Department to contact Mr Hayes regarding the interaction between the Ministerial Direction to implement LTOP and the Western Sydney Airport Plan. This was undertaken after the meeting and the draft Summary Record was amended to incorporate the outcomes of these conversations.

Meeting 2/2020 was held by teleconference on 8 May 2020. Subsequent to the circulation of the draft Summary Record, changes were proposed by John Clarke, representing the Member for Bennelong, and John Patterson, representing the Member for Heffron, which have been incorporated into the draft Summary Record.

The draft Summary Records for both meetings were accepted confirmed by the SACF membership and will be published online.

## **2.2 Action items arising from previous meetings**

All actions from Meeting 01/2020 had been completed before the meeting, except for Action Items 03/01, 04/01 and 05/01. The outstanding Action Items were presented on during the Meeting, aside from Action Item 03/01, which will be resolved out of session before the next meeting.

There were no Action Items raised during Meeting 02/2020.

### **AGENDA ITEM 3 Secretariat Update**

The SACF Secretariat provided an update on the correspondence received and sent since Meeting 01/2020. Some topics of note included:

- The reappointment of John Alexander OAM MP as Chair of SACF until 20 March 2022;
- The temporary use of Sydney Airport's east-west runway for aircraft parking;
- Sydney Airport freight dispensations; and
- Airservices Australia's draft Flight Path Design Principles. SACF's submission to the public consultation on this topic was provided to Airservices Australia on 7 July 2020 and will be uploaded on the SACF website.

The SACF Secretariat also committed to making available a full copy of the Long Term Operating Plan for Sydney Airport and Associated Airspace (LTOP) on the SACF website.

### **AGENDA ITEM 4 Community Question Time – Members of the Community**

Since Meeting 01/2020, the SACF Secretariat did not receive any questions from the community. The Chair reminded all members of the existence of Community Question Time, and reminded members they can refer anyone wishing to ask a question at SACF to the SACF Secretariat.

### **AGENDA ITEM 5 Sydney Airport Update**

Karen Halbert and Ted Plummer provided an overview of recent activities pertinent to Sydney Airport. Topics of note included:

- COVID-19 Pandemic Impacts: Movements, passenger numbers and overall activity at Sydney Airport have not changed significantly since Meeting 02/2020. International arrivals have been limited to 450 per day, with a maximum of 50 per flight, and all international passengers are immediately placed into quarantine. While there have been slight upticks in freight flights and domestic movements, the total number of movements is around 98% down from the same period in 2019.
- East-West Runway: This runway is still being used for aircraft parking.

- Ground Transport Works: Sydney Airport is progressing with a number of ground transport works. The Sydney Gateway Project draft Major Development Plan is under assessment by both the Commonwealth and NSW Governments. The M8 is now open, and is already taking traffic away from the road networks around the airport.
- Exposure draft Minor Variation: The Department is currently assessing an exposure draft Minor Variation to the Ground Access Solution and Hotel Major Development Plan approved on 10 March 2015.
- Runway Resurfacing Project: Phase 1 of the project has been completed, and phase 2 is scheduled to begin in October. An out-of-session update will be provided for SACF membership in the near future.
- Consultation Strategy: Sydney Airport is currently updating its consultation strategy with a focus on deliberative engagement with local and affected communities.
- Other works: The Pier A Major Development Plan has been deferred until aviation demand picks up. The Northern Ponds aircraft parking bay works are ongoing. Sydney Airport is pleased with the outcome of the NSW Government and City of Sydney's new building height limitations.

A question was asked about the quarantine and social distancing measures for airline crew of international airlines. Sharen Annand, of the Board of Airline Representatives of Australia (BARA), advised all international airline crew are taken directly from the Terminal to the crew hotel and cannot leave until their next flight departs.

#### **AGENDA ITEM 6      Airservices Australia Report**

Glenn Cox and Fiona Lawton provided an update from Airservices Australia. Key topics included:

- Air traffic remains very low, with Airservices expecting air traffic to reach 40% of domestic capacity by the end of the year.
- Website upgrades: End of financial year movement data will be available on the Airservices website shortly, along with an updated online complainant data portal and a general website upgrade.
  - The Aircraft In Your Neighbourhood portal has been rolled out to encompass South East Queensland following its successful introduction in Sydney. The Sydney site has now been upgraded to include location-based and more granular data to better capture the human perception of overflight; as well as interactive maps of air traffic flows, tailored reports and a breakdown by airport.
- Flight Path Design Principles: Airservices' consultation on the draft Flight Path Design Principles (FPDP) received more than 3,400 visitors, with more than 92 submissions made. Airservices acknowledged the SACF submission and is reviewing and is reviewing it and all other submissions. Airservices will reply to all submissions.

Mr Clarke requested additional information on the new cone-of-area capture functionality of the Airservices website. Ms Lawton directed anyone with questions towards an educational video on the website, and committed to providing additional detail through the SACF Secretariat.



**Action Item 03/03** – Airservices Australia to provide additional information on the new functionality of the Airservices Australia *Aircraft In My Neighbourhood* web portal.

Ben Leeson, representing the Member for Kingsford-Smith, asked Airservices to follow up on a query for information on procedural improvements to avoid noise concentration over Maroubra. Airservices committed to respond as soon as possible.

**Action Item 04/03** – Airservices Australia to investigate the possibility of noise-sharing procedures to avoid the current concentration of flights over Maroubra (as originally requested in Action Item 01/02 from SACF Meeting 02/2019 and still outstanding). Airservices Australia to report back on this topic out-of-session, before the next SACF meeting.

Discussion followed regarding the draft FPDP. The SACF submission expressed several concerns with the version of the FPDP available for public consultation. The SACF submission argued:

- the FPDP deviates from the initial draft FPDP (circulated in January 2020), which were considered a good and reasonably balanced starting point for a set of principles that reflected the lessons learned with regards to flight paths and the impacts of aircraft noise pollution on the community;
- the focus on avoiding noise exposure to high-density residential areas should be broadened to all residential areas;
- the FPDP appears to ignore the principles of LTOP, especially as they relate to minimising and fairly sharing aircraft overflights and noise; and
- the FPDP should clearly acknowledge in writing that they do not apply to the operation of LTOP.

Airservices committed to continue to engage with SACF and with individual SACF members who had made individual submissions regarding on the FPDP. The SACF submission will be uploaded to the SACF website.

#### **AGENDA ITEM 7 National Acoustic Laboratories (NAL) Review Study Update**

The Chair advised SACF that the US Federal Aviation Noise Study, the *Neighbourhood Environmental Survey*, has a target publication date of October 2020. The SACF Secretariat will circulate the report once it is published.

#### **AGENDA ITEM 8 Implementation and Monitoring Committee (IMC) Report**

The Chair advised the IMC had not met since February 2020, and the next meeting had yet to be scheduled. Once IMC resumes meetings, SACF will be represented by Mr Clarke, Mr Hayes and Kevin Hill, the Community Representative for the South, who will then report back to SACF.

#### **AGENDA ITEM 9 Department of Infrastructure, Transport, Regional Development and Communications Report**

Lachlan Phillips, acting Assistant Secretary of the Airports Branch, presented the Department's update. Key topics included:



- Government Response to COVID-19: Mr Phillips updated SACF on the Government's evolving response to the ongoing COVID-19 pandemic. Information on the Government's response package can be found online at [www.australia.gov.au](http://www.australia.gov.au).
- Freight dispensations: Freight dispensations have been granted to allow for additional flights using Boeing 737 and BAE-146s during the curfew period, to help address the air freight shortfall caused by the reduced domestic air network.
- National Airports Safeguarding Group (NASAG): NASAG's last meeting was on 21 August 2019. At this meeting, the forward work program was finalised (including commitments to review Guidelines B, C and D), and the Implementation Review of the National Airports Safeguarding Framework (NASF) commenced shortly after the meeting. Both of these bodies of work are on hold due to the reallocation of resources to respond to the COVID-19 pandemic. General enquiries regarding the NASF can be made by email to [safeguarding@infrastructure.gov.au](mailto:safeguarding@infrastructure.gov.au).
- Regulation Sunsetting: The Department is undertaking a review of the legislative instruments under the *Airports Act 1996* and the *Sydney Airport Demand Management Act 1997*. This work, along with implementation of the Government response to the Productivity Commission Inquiry into the economic regulation of airports, was put on hold due to COVID-19. However, the Department has resumed its focus on these reforms. The Department aims to inform stakeholders of an indicative timeline for future consultation within the next few months.
- Curfew Dispensation Report: A copy of the curfew dispensation report for the period 1 January to 30 March 2020 was included in the agenda papers. Within this period, 36 curfew dispensations were granted. 38 business jet movements occurred during this period, and 115 movements were declared as emergencies.

At the request of the SACF membership, the Department agreed to notify SACF of any upcoming sunseting regulations and opportunities for public consultation.

**Action Item 05/03** – The Department is to notify SACF of any upcoming sunseting regulations and any opportunities for public consultation.

### **AGENDA ITEM 10 Western Sydney Airport Update**

Sarah Leeming, Assistant Secretary of the Department's Regulatory, Environmental and Stakeholder Engagement Branch, provided an update on the progress of the Western Sydney Airport (WSA):

- Project update: Since SACF was last briefed on WSA, a number of milestones have been accomplished:
  - Earthworks are underway across the WSA site;
  - The Terminal has been designed; and
  - The WSA rail line has been announced.
- Staffing changes: Since SACF's last update, WSA Co has appointed Simon Hickey as its new CEO. Similarly, the Forum on Western Sydney Airport (FOWSA) has appointed a new Chair, with Lee de Winton replacing the outgoing Professor Peter Shergold AC as Chair of FOWSA.
- Airspace design:



- The airspace design process for WSA is due to be finalised in 2024, in accordance with the design principles outlined in the Western Sydney Airport Plan. The airspace design process is being led by the Department and Airservices, and will only encompass a single runway. Current designs are at a very early stage but will not include point-merge procedures.
- Stakeholder engagement in this process is currently on pause due to the pandemic, and plans are in place for increased online consultation. Both FOWSA and the Expert Steering Group (ESG) are meeting virtually.
- The WSA airspace design process will not change or impact upon the implementation of LTOP, either in its current state or future iterations. The WSA airspace design process will not change current noise-sharing measures in place at Sydney (Kingsford-Smith) Airport.

Discussion turned to the question of noise concentration vs. noise sharing in airspace and flightpath design. Ms Leeming noted the area surrounding WSA is protected from residential development, and the airspace design process is focusing on overflying unused or industrial areas. Adam Sutherland, also of the Department's Regulatory, Environmental and Stakeholder Engagement Branch, advised that the airspace design for WSA would avoid point-merge procedures and would use a number of different arrival and departure routes to avoid noise concentration.

Mr Hayes, with the Chair's permission, presented a short statement (**Attachment A**) and proposed a draft resolution for endorsement by SACF (**Attachment B**). The draft resolution called on the Chair of SACF to write to the Deputy Prime Minister to request SACF be given ex officio membership of the ESG, the body responsible for designing WSA's airspace and flightpaths.

Ms Annand objected to the proposed resolution on behalf of BARA, stating that the two airports were separate bodies with separate flightpaths and airspace and therefore the resolution was unnecessary. Mr Plummer, while not objecting to the proposed resolution, noted that Ms Leeming's presentation had confirmed that LTOP would not be impacted, and questioned whether the resolution was necessary.

The Chair noted engagement between SACF and ESG could only be of benefit to both bodies. The draft resolution was passed.

**Action Item 06/03** – The Chair of SACF is to write to the Deputy Prime Minister, the Hon Michael McCormack MP, Minister for Infrastructure, Transport and Regional Development, seeking the Chair's membership of the Expert Steering Group for the Western Sydney Airport.

#### **AGENDA ITEM 11     Other Business**

No other business was discussed.

#### **AGENDA ITEM 12     Date of Next Meeting**

The next meeting was scheduled for Friday 18 September 2020.



**ATTENDANCE**

**Members**

J.	Alexander	Chair
J.	Clarke	Representing the Member for Bennelong
S.	Heath	Representing the Member for Grayndler
B.	Leeson	Representing the Member for Kingsford-Smith
M.	Rohan	Representing the Member for North Sydney
Z.	Solomon	Representing the Member for Summer Hill
K.	Hill	Community Representative for the South
M.	Patrinos	Community Representative for the West
B.	Hayes	Community Representative for the North
K.	Welsh	Representing the Inner West Council
C.	Harley	Representing the Bayside Council
R.	Edney	Virgin Australia
T.	Plummer	Representing Sydney Airport Corporation Limited
S.	Annand	Board of Airline Representatives of Australia

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

L.	Phillips	A/g Assistant Secretary, Airports Branch
S.	Tink	Director, South West, ACT and NSW Airports Section
A.	Osborne	SACF Secretariat, South West, ACT and NSW Airports Section
S.	Kabaha	Policy Officer, South West, ACT and NSW Airports Section

**Airservices Australia**

G.	Cox	Director of Operations (Sydney)
F.	Lawton	Community Engagement Manager

**Observers and Presenters**

K.	Halbert	Sydney Airport Corporation Limited
K.	Allcot	Sydney Airport Corporation Limited
J.	Dennis	Sydney Airport Corporation Limited
F.	Michel	Observer



**ATTACHMENT A      PRESENTATION BY BOB HAYES, COMMUNITY REPRESENTATIVE FOR  
THE NORTH (AGENDA ITEM 10 REFERS)**

In summary, the background to the proposed motion is as follows:

1. The 1997 Ministerial Direction M94/97 is a Legislative Instrument, which is a current legal direction to Airservices Australia to progressively implement "The Long-Term Operating Plan for Sydney Airport and Associated Airspace" (LTOP).
2. The WSA Plan, by contrast, is not a Legislative Instrument.
3. LTOP applies to Sydney Airport and Associated Airspace (a circle 90 NM (167km) in diameter around Sydney Airport).
4. WSA is located well within that Sydney Airport's Associated Airspace (at a distance of only 45 km from Sydney Airport).
5. Clearly, it is imperative and unavoidable that WSA flight paths and airspace design must integrate with those of Sydney Airport for safety, noise, operational and efficiency reasons as well as avoidance of conflict and risk.
6. Legally, SACF must be consulted if WSA airspace design affects LTOP. The Ministerial Direction states that "Proposed changes to the elements of the Plan (LTOP) should be tested with the public through SACF before being implemented."
7. But consultation should not mean SACF being presented with a *fait accompli* for approval at the end of the design process without sufficient ongoing consultation and coordination. That could cause delays, wasted work and poor outcomes.
8. SACF needs to be part of (directly involved in) the WSA design process to:
  - ensure the overall integrity and intent of the Long-Term Operating Plan for Sydney (Kingsford Smith) Airport and Associated Airspace (LTOP) are met, as required by Ministerial Direction M94/97 (Legislative Instrument F2009B00158)
  - ensure the integration of WSA and Sydney Airport airspace design, and
  - facilitate the testing with the public through SACF of any proposed changes to elements of LTOP arising from WSA airspace design, as required by Ministerial Direction M94/97 (Legislative Instrument F2009B00158).
9. Accordingly, I am proposing a motion for SACF resolution that the Chair seeks membership of the WSA Expert Steering Group (ESG) from the portfolio minister Hon Michael McCormack, Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development.
10. If granted, it is recommended that the Chair would nominate a SACF representative with appropriate and sufficient knowledge, skills and experience to perform the role on the ESG.





**ATTACHMENT B      RESOLUTION AGREED TO AT MEETING 03/2020 (AGENDA ITEM 10  
REFERS)**

That the SACF Chair be requested to write to the portfolio minister, Hon Michael McCormack, Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development, seeking membership of the Western Sydney Airport (WSA) Expert Steering Group in order to:

1. ensure the overall integrity and intent of the Long-Term Operating Plan for Sydney (Kingsford Smith) Airport and Associated Airspace (LTOP) are met, as required by Ministerial Direction M94/97 (Legislative Instrument F2009B00158)
2. ensure the integration of WSA and Sydney Airport airspace design, and
3. facilitate the testing with the public through SACF of any proposed changes to elements of LTOP arising from WSA airspace design, as required by Ministerial Direction M94/97 (Legislative Instrument F2009B00158).