



DRAFT SUMMARY RECORD

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**SYDNEY AIRPORT COMMUNITY FORUM (SACF)**

**Meeting 03/2021, 5 November 2021**

**AGENDA ITEM 1      Opening Remarks, Housekeeping and Adoption of Agenda**

The Chair welcomed members and guests and acknowledged the Gadigal people who are the traditional custodians of the land on which the meeting was held. The Chair paid his respects to their elders, past and present.

The Chair reminded those in attendance that the meeting was being conducted via TEAMS and telephone and advised the meeting was being recorded. He outlined the meeting protocols and noted a draft summary record would be produced for endorsement at the next SACF meeting. The Chair expressed hope that future meetings could be held entirely in person.

Several personnel changes to both the Secretariat and the Department since the last SACF meeting were noted.

The roll call was conducted and the Agenda for the meeting was adopted.

**AGENDA ITEM 2      Confirmation of Draft Summary Record of Meeting 02/2021**

Meeting 02/2021 was held in-person, by videoconference and by teleconference on 11 June 2021. The Draft Summary Record for this meeting was circulated to members following the meeting on 5 July 2021.

**2.1      *Incorporation of suggested changes***

No changes were identified to be incorporated in the Draft Summary Record for the SACF 02/2021 meeting.

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

There were ten Action Items raised during Meeting 02/2021:

- **Action Item 01/02** requested the SACF Secretariat to list all topics requested by members on the Agenda. This was done for this meeting.
- **Action Item 02/02** directed the SACF Secretariat to circulate all submissions made for Community Question Time during Meeting 02/2021, as well as copies of the responses back to the community members, to the SACF membership. This was done on 5 July 2021.
- **Action Item 03/02** directed the SACF Secretariat to circulate all presentations made during Meeting 02/2021 to the SACF membership. This was done on 5 July 2021.
- **Action Item 04/02** requested Airservices to investigate the reason for the high number of complainants reported in Blaxland at Meeting 02/2021. This was reported to SACF members out-of-session on 5 July 2021.
- **Action Item 05/02** asked the Chair to write to the Deputy Prime Minister requesting that the Australian Government prioritise establishing the necessary framework for undertaking the aircraft noise research requested in the Chair's letter of 31 March 2021, and setting out SACF's views on what this research should consider. The Chair wrote to the Deputy Prime Minister on this topic on 5 August 2021, and received a response on 18 October 2021. This correspondence was included in the SACF 03/21 meeting Agenda Papers and was discussed under Agenda Item 9.
- **Action Items 06/02 and 07/02** directed the SACF Secretariat to circulate the National Emerging Aviation Technology Statement and the Ministerial Statement of Expectations for Airservices Australia for the period ending 30 June 2023 to SACF members. This was done on 5 July 2021 and both documents are included in the SACF 03/21 meeting Agenda Papers.
- **Action Item 08/02** asked the Chair of SACF to write to the Deputy Prime Minister to request the procurement of the Aviation Community Advocate be expedited, as well as explaining SACF's views of the role and reporting requirements of the position. The Chair wrote to the Deputy Prime Minister on this topic on 5 August 2021, and received a response on 18 October 2021. This correspondence was included in the SACF 03/21 meeting Agenda Papers and was discussed under Agenda Item 9.
- **Action Item 09/02** requested the Department brief SACF on the growth in unmanned aerial systems as a standing Agenda Item. A Departmental Officer presented on this topic at Agenda Item 12.



- **Action Item 10/02** requested the Australian Business Aviation Association (ABAA) prepare modelling on the noise footprint of business aircraft for their proposal. This modelling was presented to the last IMC meeting ahead of this SACF meeting. The ABAA presented to SACF at Agenda Item 14.

## **AGENDA ITEM 3      Secretariat Update**

The SACF Secretariat provided an update on correspondence and SACF contact phone line activity since SACF meeting 02/21.

### Correspondence

Topics of note included:

- Airservices Australia's Noise Complaints Information Service (NCIS) and the Blaxland complaints discussed at Meeting 02/2021.
- ASX and Sydney Aviation Alliance proposals for the acquisition of Sydney Airport.
- Curfew dispensation for Runway 16R threshold works.
- Harris Review into Demand Management at Sydney Airport and its working groups.
- Essential Runway Safety Project at Sydney Airport.
- Community Questions on the use of the east – west runway and the use of Sodprops.
- Approvals for Qantas to operate additional freight services at Sydney Airport during curfew hours until 30 December 2021.
- Sydney Traffic Control Unit consolidation and relocation to Melbourne.
- Raising of the Major Development Plan monetary trigger to \$35 million.
- Missed approach safety procedures at Sydney Airport.
- Low noise business jet operations at Sydney Airport during curfew.
- Mode 9 arrivals from the north implementation.
- Feedback on summary reporting for LTOP at the recent IMC meeting.
- Submission request for Sydney Airport Curfew Regulations Amendment 1995 - freight movement allocation.
- Letters to and from the Chair and the Deputy Prime Minister concerning updated research on the effects of aircraft noise on communities and an Aviation Community Advocate role for Sydney Airport.

### Phone Line

Since Meeting 02/2021, the SACF phone line had received no calls or messages. However, the Secretariat received a notification via email that the phone line was not accepting any calls or messages.

**Action Item 01/03 – SACF Secretariat to arrange restoration of the SACF phone line.**



## **AGENDA ITEM 4      Airservices Australia Report**

Terry Fulton, representing Airservices Australia, provided a Tower and Operational update, and updates on noise monitors and the Noise Complaints Information Service (NCIS). Topics of note included:

- **Tower and Operational update**
  - Controllers were undertaking simulated proficiency exercises to ensure they are ready for the uptick in traffic which Airservices Australia expects to be substantial by the end of November 2021.
  - The return of an increase in traffic is expected to line up with completion of the Sydney Airport runway threshold works.
  
- **Noise monitor outages were:**
  - Penshurst missed 23 hours over 4 and 5 August 2021.
  - Croydon missed 1 hour on 7 September 2021.
  - Eastlakes missed 31 hrs over 8 and 9 September 2021.
  
- **NCIS Complaints**
  - The three-year average for complainant numbers per month remained fairly static, but an increase in complaints is expected with increasing traffic.
  - While runway 25 operations reduced, runway 07 operations increased in October 2021 with an increased number of complaints.
  - Increases in complaints for July 2021 is explained by the uptick in traffic for a short time prior to the onset of the delta strain of COVID-19.

## **AGENDA ITEM 5      Sydney Airport Demand Management Scheme Review (Harris Review) and the Technical Working Group B - Cap Matters**

John Clarke, nominee representing the Federal Member for Bennelong, presented to members on the Movement CAP, Review of the Sydney Airport Demand Management Scheme (the Harris Review), and the operation of the Harris Review Technical Working Group B. Topics of note included:

- Demand Management is a noise abatement measure that places a limit on aviation activity at Sydney Airport to protect the community by providing a maximum movement limit of 80 movements per regulated hour.
- The origin and background to the four Harris Review Technical Working Groups and that Technical Working Group B is concerned with the Movement CAP.
- Implementation of the Movement CAP, regional access, and slot management are within the scope of the Harris Review.
- The Harris Review recommendations regarding the Movement CAP with consideration of Stranded Slots, the Clock Hour rather than the Regulated Hour, and the Recovery Mode.



## Sydney Airport Community Forum

- The 80-movement per regulated hour is an essential safeguard mechanism.
- The administration of Technical Working Group B.

### Further Discussion

John Clarke's presentation was followed by discussion amongst the members. Topics of note included:

- The purpose of the Harris Review and its Terms of Reference.
- That the Movement CAP, as a measure to protect the community, does not need to change.
- The Rolling Hour and the Clock Hour.
- The airport having an absolute logistical maximum capacity of around 86 movements per hour, and 30 planes in 15 minutes was not possible.
- Moving to the Clock Hour could not result in 120 movements per hour.
- Stakeholders are conscious of the sanctity of the 80-Movement CAP.
- Within the sanctity of the Movement CAP, reform is wanted that allows achievement of higher efficiency at the airport paying due respect to community impact.
- There is no evidence that the Movement CAP inhibits the Recovery Mode.
- Physical and technology constraints prevent the extreme case of 120 movements per hour from being reached in the short term.
- Technical Working Groups discussing the impacts of changes to Sydney Airport Demand Management in the context of legislation sun-setting objectives and the recommendations made by the Productivity Commission and the Harris Review.
- Factors that would increase airport capacity and potentially challenge the current Movement CAP.
- Runways and fleet mix as the fundamental constraints on the airport that limits the number of flight paths to and from the airport.
- Governance and the conduct of the Technical Working Groups and referral to the Department of Infrastructure, Transport, Regional Development and Communications.

John Clarke proposed the following resolution:

*SACF strongly supports that the current movement limit and definition of the Regulated Hour at Sydney Airport as a key noise abatement measure that intentionally places a limit on aviation activity to protect the community from being overwhelmed by constant aircraft noise pollution, and notes it has the support of all sides of politics.*

*SACF endorses the brief from John Clarke on the Sydney Airport Demand Management (SADM) Review, Technical Working Group (TWG) B and resolves that The Chair write to the Department of Infrastructure, Transport, Regional Development and Communications expressing in the strongest possible terms SACF's disappointment and concern at the processes, conduct and current direction of the Sydney Airport Demand Management (SADM) Review, Technical Working Group B, looking at movement cap matters.*



Discussion from members on the resolution produced the following key points:

- That it should be split into two resolutions:
  - The first being a reaffirmation by SACF that it strongly supports the current regulated movement limit.
  - The second being the endorsement that there should be an approach to the Department regarding the Sydney Airport Demand Management Review and the Technical Working Group B.
- That the resolution of all the motions preempts the process and so is premature.

The Chair concluded the discussion of the resolution with the following points:

- There is a strong feeling that the process should be allowed to conclude albeit mindful of the concerns raised.
- Jon Stewart, nominee representing the Federal Member for Bradfield and John Clarke, nominee representing the Federal Member for Bennelong, would work with the Chair to formalise a resolution that doesn't impact on the direction of the review, but does address the issues:
  - Of management of the Technical Working Group B without preempting the outcome of the Technical Working Group B deliberations on the Harris Review recommendations with regards to the Movement CAP.
  - Of the processes of reporting Technical Working Group B meetings and circulation of a meeting records.

**Action Item 02/03** – A resolution to be formalised for the next SACF meeting regarding the operation of the Technical Working Group B by John Clarke and Jon Stewart working with the Chair.

## **AGENDA ITEM 6      Sydney Airport Update**

Ted Plummer, representing Sydney Airport Corporation Limited, provided an update on operations and upcoming developments at Sydney Airport. Topics of note included:

- **Main North South runway threshold rebuild project**
  - Since 31 July 2021 the busiest flight path to the main runway from the north was temporarily shut down.
  - As completion is due in a few weeks, a letterbox distribution to affected residents will occur.
- **Sydney Gateway Road project**
  - Preliminary works and demolitions are occurring.
  - An active transport strategy is being prepared jointly with Transport for New South Wales.



## Sydney Airport Community Forum

- There is close engagement with the Bayside Council, the Inner West Council and the local and peak bicycle user groups.
- **Sydney Airport and Bayside Council partnership**
  - Sydney Airport is contributing around \$5 million to a new community and environment fund created by the Sydney Airport and the Bayside Council.
  - This contribution will enable the upgrade of the waterfront park and slides at the Botany Aquatic Centre.
  - The fund will generate about \$12 million over 10 years.
  - A \$1 million tree planting project over 5 years is also being funded.
- **Post COVID recovery**
  - Qantas is bringing back the approximately 11,000 people temporarily stood down.
  - Duty free is back in the international terminal with staff returning.
  - International airline seat capacity will reach 16% of pre COVID seat capacity by the end of November 2021, increasing to nearly 40% in January 2022.
  - Domestic seat capacity is expected to grow from 25% of pre-COVID capacity in November 2021 to 89% of pre-COVID capacity in January 2022.

### **AGENDA ITEM 7      Implementation and Monitoring Committee (IMC) Report**

Kevin Hill, SACF Community Representative for the South, reported on the Implementation Monitoring Committee (IMC). Topics of note included:

- The two IMC meetings since the last SACF meeting held in July and September 2021.
- Mode 9 LTOP flight paths were discussed and a draft agreement is in development.
- The LTOP gap analysis is still on hold due to resourcing at Airservices Australia.
- Movement of the Air Traffic Control to Melbourne was discussed briefly.
- Curfew movements of business jets was discussed.

#### Further Discussion

Bob Hayes, SACF Community Member for the North, then discussed the work with Airservices Australia on a high and wide version of Runway Mode of Operation Mode 9.

### **AGENDA ITEM 8      Proposed Relocation of Sydney Air Traffic Control Unit to Melbourne – Status Report and Aircraft Noise-Related Risk Assessment and Management Plan by Airservices Australia**

Terry Fulton, representing Airservices Australia discussed several key points in relation to the following topics:



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- What Airservices Australia does 24/7, 365 days a year, its key infrastructure, locations and services.
- Drivers for change arising from:
  - COVID-19 highlighting the need for greater resilience and flexibility.
  - The need to support industry recovery and growth.
  - Sydney Basin growth.
- Transition arrangements for the delivery of Sydney terminal services from Melbourne Air Traffic Service Centre.
- The consultative process, planning, and risk mitigation.

The key points discussed included:

- Terminal Control Units in Adelaide and Cairns were previously relocated into and integrated with the Brisbane and Melbourne centres.
- Melbourne Air Traffic Service Centre provides Airspace services in and around Perth, the mine fields of Western Australia, and out over the Indian Ocean.
- Delivery of Sydney terminal services from Melbourne Air Traffic Service Centre:
  - No service change (no impact on LTOP or aircraft noise).
  - No change to any of the modes or mode support.
  - No required job losses but access to deeper pools of highly trained Air Traffic Controllers to deliver greater resource resilience levels.
  - The existing Sydney Terminal Control Unit facility is nearing the end of its life.
- The Melbourne facilities have greater resilience with duplicated data communication systems, cooling and power systems, and so interruption of service to Sydney Airport is less likely.
- Detailed Sydney Terminal Control Unit transition planning is based on the preferences of staff.
- There are no forced job losses or relocations, and staff options include:
  - Remaining in Sydney (to work in the Sydney, Bankstown, or Camden towers, or possibly the Western Sydney Airport tower in the future);
  - Transfer to the Melbourne Air Traffic Service Centre;
  - Transfer to any other location across Australia; or
  - Exercise a voluntary redundancy option.

### Further Discussion

The key discussion points raised by members were around risks for the implementation of the project and the consideration provided to employees potentially affected by the project. The points raised included:

- That the service will remain the same.
- Runway selection will be the same and by the same people.





- Training and proficiency will be the same.
- Sydney tower is not moving.
- Only the Terminal Control Unit is moving.
- The underlying safety work has been done and signed off by CASA. This informed Airservices Australia decision.
- The remote provision of air services by NATS UK and Maastricht through Europe were referenced in terms of engaging with world's best practice by Airservices Australia.
- Airservices Australia has gone beyond the requirements of the Enterprise Agreement with potentially surplus staff being considered in isolation to any merit pool selection and will have a job anywhere they want despite overstaffing that might occur.

### **AGENDA ITEM 9      Aviation Community Advocate and the National Acoustic Laboratories (NAL) Review Study Update**

The Chair referred to his correspondence to the Deputy Prime Minister on the Aviation Community Advocate and the National Aviation Laboratories (NAL) review, and the response from the Deputy Prime Minister. The Chair's key points were:

- That regarding the NAL Review, the Deputy Prime Minister has asked SACF to engage with the Department to provide the Deputy Prime Minister with advice on the objectives, scope, process and indicative costs of the proposed survey. This work will include how an updated approach to the survey may impact on the continuing application of the Australian Noise Exposure Forecast flight path planning tool as the primary mechanism for the assessment of noise from airports nationally.
- That regarding the Aviation Community Advocate position, the Deputy Prime Minister asked SACF to work with the Department:
  - To formulate terms of reference for an Aviation Community Advocate position with a focus on community advocacy.
  - To establish an estimated cost for the role.
  - To use the terms of reference to inform the best mechanism for an approach to market to engage a suitable person for the role if the position is to proceed.



## SACF WORKING GROUP

The Chair asked:

- For volunteers to form a working group that will work with the Department on the NAL Review matters along with Airservices Australia so that advice can be presented to the Deputy Prime Minister.
- For volunteers to work with the Department on the terms of reference for the Aviation Community Advocate position.

John Clarke (nominee representing the Federal Member for Bennelong), Bob Hayes (SACF Community Representative for the North), and Maria Patrinos (SACF Community Representative for the West) volunteered to participate in the Working Group.

**Action Item 03/03** – The SACF Working Group to work with the Department and Airservices Australia on the NAL Review matters and in a similar vein to work with the Department on the Aviation Community Advocate matters.

## **AGENDA ITEM 10     Transport for NSW Update**

There was no update from Transport for NSW at this meeting.

## **AGENDA ITEM 11     Sydney Water Update**

Iain Fairbairn, Head of Wastewater and Environment, Sydney Water, provided an update on the environmental management plan for the work around Mill Stream which runs next to the airport. Topics of note included:

- The two wastewater pipes that cross under Airport enroute to the Malabar Waste Water Treatment Plant have overflow points located at Mill Stream.
- Reduction of the number and impact of wet weather overflows from this wastewater system to improve water quality and address odours
- The short and long term Environmental Management Plans for the Mill Stream overflows, as well as asset monitoring, water quality monitoring, and the South Western Suburbs Ocean Outfall Sewer (SWSOOS) dry weather capacity monitoring.
- Activity of the SWSOOS overflow points and subsequent clean-up activities:
  - Over the last three months, there was one overflow event each month during July, August, and September.
  - The August event was larger than the others.
  - Some material was picked up after the August event. There was not a great deal of rubbish and there really wasn't any for the July and September events.



## AGENDA ITEM 12      Drone and eVTOL noise and the growth of these types of aerial systems

Hugh Ross, Acting Director of the Department's National Emerging Aviation Technology Policy Section provided a presentation on the growth and noise regulation of drones and electric vertical take-off and landing vehicles (eVTOLs). Topics of note included:

- **Emerging Aviation Technologies**  
Australia is one of the first countries to launch drone delivery commercial Services and is looking to be a leader in electric vertical take-off and landing vehicles (eVTOL).
- **Growth in the Sector**  
Deloitte research last year shows the sector could grow to approximately \$14.5 billion over Australia GDP by 2040, with 5500 jobs per annum on average.
- **Drone regulation**  
There is not the community acceptance of drones as there is for regular passenger aviation. Community expectation would require a robust regulatory environment that does not put undue regulatory burden on drone operators.
- **Drone noise:**
  - A description of drone noise.
  - Existing noise regulation and the long term approach to noise regulation taking into account flight routing and the use of automated unmanned traffic management systems.
  - The preferred approach is a three-tiered system that involves:
    - Exemption of low risk operation impacts such as in agricultural usage.
    - Self-assessment for minimal impacts.
    - Departmental approval for significant impacts.

### Further Discussion

SACF members discussed whether:

- There will be the equivalent of flight paths or air corridors.
- Drones will operate in a vertical space.
- Monitoring of drone noise levels is done in the same way as for aircraft or by drone type and not monitored.

Hugh Ross made the following key points:

- The broader systems that manage drone traffic are still in development and ways are being looked at to measure cumulative noise impact, for example, over main thoroughfares.
- There is limited vertical headspace for drone operations currently. CASA can approve drones to fly beyond that altitude on a safety case assessment.
- Noise monitoring is currently done by drone type and is not monitored.

**Action Item 04/03** – Department to brief SACF on the growth in unmanned aerial systems as a standing Agenda Item.



## AGENDA ITEM 13 Community Question Time – Members of the Community

Since SACF meeting 02/21, the SACF Secretariat received 9 questions from the community. These questions, and the answers provided, are listed below.

1. SACF minutes indicate Forum members strongly advocate the use of Sodprops. I would like to know if Forum members fully understand what the use of Sodprops means, especially in the sensitive late night period in the hour before curfew, for residents affected by departures under 34L flightpaths (mode 9 and Sodprops).
2. Do Forum members understand how Sodprops actually works?
3. Have they sought feedback from members of the public affected by the use of Sodprops and have they familiarised themselves with the number of late night departures that use 34L when Sodprops is operating?
4. Do they understand what it is like to not be able to go to sleep before 11pm, even if you have to get up at 5:30am for work, for up to 20 nights in a row?
5. In August, we had two sets of 7 consecutive nights of late-night noise with only one or two nights in between. This is the stressful, anxiety-building reality of Sodprops.
  - a. For questions 1 to 5, the Chair invited the SACF membership to provide responses from their own perspective.

Through the Chair, John Clarke asked that this be referred to the IMC as the appropriate place. The Chair agreed.

**Action Item 05/03 – The Secretariat to refer the Community Questions on Sodprops to the Implementation and Monitoring Committee for consideration.**

6. Is the statement by the SACF Chair in the letter to Stuart Liddlell, the then acting General Manager of the Blue Mountains City Council (discussed at the SACF meeting on 12th August 2016) still valid and correct i.e. "the Blue Mountains is outside the operating area of LTOP, and the Blue Mountains City Council is therefore not eligible for membership?"
  - a. The Chair stated that his response remains correct. The Minister, in consultation with the SACF Chair, determines membership of SACF, which should be made up of a broad representation of areas affected by Sydney Airport operations. SACF is the forum for providing advice to the Minister and aviation authorities on the abatement of aircraft noise and related environmental issues at Sydney (Kingsford Smith) Airport, Sydney Airport Corporation and aviation authorities – in particular SACF is the main body for consultation on LTOP. The essence of LTOP is to provide a set of rules for aircraft use of the three runways in order to:
    1. Ensure safety.
    2. Ensure that the use of the runways can accommodate air traffic.
    3. Noise sharing.



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SACF members are made up of representatives from those areas most affected by aircraft noise generated from aircraft operations at Sydney (Kingsford Smith) Airport. The Blue Mountains and the Blue Mountains City Council are outside the flight modes designated under LTOP.

7. Does the legislated Long Term Operating Plan (LTOP) encompass the Blue Mountains, Hawkesbury, Penrith and other LGA's in a 167 kms circle in diameter from Kingsford Smith Airport?
  - a. Yes but please note the response to question 6.
  
8. Are the townships of Katoomba and Richmond within the diameter of the LTOP i.e. 167 km from Kingsford Smith Airport?
  - a. Yes but please note the response to question 6.
  
9. Is Western Sydney Airport located well within the LTOP and the Sydney Airport's associated airspace, at a distance of only 45 km from Sydney Airport?
  - a. Yes. Current advice to the Department is that flight paths and operations from Western Sydney Airport will not affect LTOP.

### **AGENDA ITEM 14      Low noise business jet operations at Sydney Airport during the curfew**

David Bell OAM, CEO of the Australian Business Aviation Association Inc. (ABAA) addressed the meeting about the ABAA's proposal dated the 29 October 2021. He sought in principle support from SACF for proposed changes to the Sydney Curfew Act that would allow heavier vehicle but quieter business jet aircraft to operate during curfew. Topics of note included:

- A fair and reasonable cap for approved business jet movements during the curfew.
- The annual cap be no less than 160 movements.
- The maximum take-off weight for approved business jets increase to 55 tons.
- Airbiz curfew noise modelling as provided to the Implementation and Monitoring Committee (IMC) on the 21 September 2021.
- That the noise contours are based on the BAE146, a mid-range business jet being the Falcon 2000, and the Gulfstream G650 which represents aircraft close to 55 tons.
- The G650ER or equivalent aircraft types which are getting close to 55 tons produce single event noise contours, either smaller than or similar to other aircraft already permitted to fly during the curfew.

#### Further Discussion

Following David Bell's presentation, the Chair pointed out to members that:



- In seeking SACF's in principle support, the ABAA can strengthen its case by stating that the body responsible for advising the Minister on noise related issues for Sydney Airport, supports the proposal.
- SACF support does not necessarily mean ABAA's case will be successful.
- ABAA's case will be more difficult to prosecute if it does not have SACF support.
- SACF members will have to be satisfied the risk of future noise complaints during curfew caused by increased business jet movements is low and justified.
- If SACF members provide in principle approval, then a request would be anticipated for The Chair to write to the ABAA indicating SACF support would be forthcoming.

Discussion between members that followed resolved that:

- The IMC is not yet in a position to report back to SACF on the ABAA's proposal.
- The complete ABAA presentation should be sent to the IMC Secretariat to be discussed at the next IMC meeting on 23 November 2021.
- The IMC may then be in a position make recommendations to SACF.

David Bell accepted from the Chair that SACF would wait for advice from IMC.

**Action Item 06/03** – SACF to await advice and recommendation from the IMC regarding its discussions around and consideration of the ABAA full presentation.

### **AGENDA ITEM 15     Department of Infrastructure, Transport, Regional Development and Communications Report**

Nik Wahi, Director, South West, ACT and NSW Airports and Noise Section, provided a Departmental update. Topics of note included:

#### **Key Point from Government**

As the country comes out of the pandemic, the Government's focus is changing from support to the aviation sector to its recovery. International travel is starting, with Sydney at the forefront and travel between New South Wales and Victoria has opened up. As vaccination rates increase, the rest of the country will move into similar phases of the Government's recovery plan.

#### **Overnight Freight Operations**

- On 10 September 2021, the Department approved Qantas to continue operating six additional freight only services per week during the curfew. The Department requested Qantas continue monitoring noise concerns and minimize noise impacts on surrounding communities by operating over Botany Bay as far as possible.



## Sydney Airport Community Forum

- The Department approved a dispensation which allowed freight operators to use the parallel runways during the 16R works for no more than 20 nights during the project period from 31 July 2021 to 21 November 2021.
- On 19 September 2021, the SACF Secretariat circulated to members a consultation paper from the Department on quota allocations for freight movements amongst freight operators. The consultation process closes on the 9 November 2021. The email address is [curfews@infrastructure.gov.au](mailto:curfews@infrastructure.gov.au).

### **Government Support during the Pandemic**

- Support provided to the industry was about \$5.3 billion.

### **Sunsetting of Regulations**

- In April 2024, some airport related regulations will sunset.
- A new team within the Department will review the regulations and consider opportunities to update and improve the provisions in regulations and instruments.
- Consultation papers will be written and circulated online and the SACF Secretariat will provide members with updates and ensure members have opportunities to provide comment during consultation activities.

### **Curfew Dispensation**

- Reports for the period from 1 April 2021 to 30 June 2021 and 1 July 2021 to 30 September 2021 are included in the current meeting papers.
- From April 2021 to June 2021 there were 987 permitted freight aircraft movements.
  - 11 curfew dispensations were granted.
  - 202 movements were declared as emergencies.
- From July 2021 to September 2021, there were 2866 permitted freight movements.
  - 29 curfew dispensations granted.
  - 486 movements were declared as emergencies.
- Dispensation reports covering the period 17 October 2021 to 17 November 2021 were tabled in Parliament.
- Business jet curfew movements:
  - From April 2021 to June 2021 there were 16 business jet curfew movements.
  - From July 2021 to September 2021 there were 78 business jet curfew movements.

### **AGENDA ITEM 16 Other Business**

There was no other business raised by the members.

### **AGENDA ITEM 17 Date of Next Meeting**



## Sydney Airport Community Forum

The Chair advised members present that the Secretariat will be in touch regarding the next meeting once the details have been finalised. The Chair thanked all members, presenters and observers for attending online and called the meeting to a close.

### Further Discussion

A discussion ensued regarding a SACF style forum for Western Sydney Airport Community. Maria Patrinos, Community Representative for the West, discussed the concerns of Tony Adamski, a resident of the Blue Mountains.

The topics included:

- Information on the development of the Western Sydney Airport, flight paths and things that will affect the residents.
- Overlaps between Western Sydney airspace and Kingsford Smith related airspace in the Long Term Operating Plan.

John Clarke, nominee representing the Federal Member for Bennelong, added that people are concerned about the impact of Western Sydney Airport. He implored the Department to consider putting in place a mechanism for people from Western Sydney to be heard and a forum in which they can hold those conversations.

The Chair put to the meeting that consideration should be given to writing to the Minister on this and asked if there was support for writing such a letter. Both Maria Patrinos and John Clarke replied in the affirmative.

**Action Item 07/03** – The Chair to write to the Minister to propose that the Department to put into place some mechanism to enable people from Western Sydney to have their voices heard.

The Chair concluded the proceedings with a goodbye and thankyou to all present.





## Attendees

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### SACF Meeting 03/2021 – 5 November 2021

#### MEMBERS

Name	Representing
John Alexander OAM MP	Chair, Federal Member for Bennelong
Bob Hayes	Community Representative for the North
Kevin Hill	Community Representative for the South
Maria Patrinos	Community Representative for the West
Matt Thistlethwaite MP	Federal Member for Kingsford-Smith
John Clarke	Nominee representing the Federal Member for Bennelong
Julie Adams	Nominee representing the Federal Member for Cook
Susanne Heath	Nominee representing the Federal Member for Grayndler
Jon Stewart	Nominee representing the Federal Member for Bradfield
Captain Rob Edney	Domestic Airline Industry – Virgin Australia
Melinda Rohan	Nominee representing the Federal Member for North Sydney
Ken Welsh	Nominee of the Inner West Council
Barry Abrams	International Airline Industry - Board of Airline Representatives of Australia Inc. (BARA)
Ben Leeson	Nominee representing the Federal Member for Kingsford-Smith
Ted Plummer	Nominee representing Sydney Airport

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

Nik Wahi	Department of Infrastructure, Transport, Regional Development and Communications
David McMahon	Department of Infrastructure, Transport, Regional Development and Communications
Kylie Hayes	Department of Infrastructure, Transport, Regional Development and Communications
Karl Nystrom	SACF Secretariat, South West, ACT and NSW Airports Section

#### Observers and Guest Presenters

Name		
Tony Adamski	Community	Observer
Duncan McComb	CEO, The Holt Estate 1861	Observer
Belinda Fenner	Community	Observer
Brendon Roberts	Community	Observer
Terry Fulton	Airservices Australia	Guest Presenter
Timothy Gill	Airservices Australia	Guest Presenter



## Sydney Airport Community Forum

Adrian Turner	Airservices Australia	Guest Presenter
David Bell OAM	Australian Business Aviation Association	Presenter
Ken Allcot	Sydney Airport	Presenter
Joe Dennis	Sydney Airport	Presenter
Iain Fairbairn	Sydney Water	Presenter
Wade Midford	Transport for NSW	Presenter
Hugh Ross	Department of Infrastructure, Transport, Regional Development and Communications	Presenter