

SYDNEY AIRPORT COMMUNITY FORUM (SACF)**Meeting 05/2020, 6 November 2020****AGENDA ITEM 1 Opening Remarks and Adoption of Agenda**

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

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

SACF adopted the Agenda at the Chair's request. The SACF Secretariat conducted a roll call.

AGENDA ITEM 2 Confirmation of Draft Summary Record of Meeting 04/2020

Meeting 04/2020 was held by videoconference and teleconference on 18 September 2020. The draft Summary Record for this meeting was circulated on 15 October 2020.

2.1 *Incorporation of suggested changes*

No changes to the draft Summary Record for Meeting 04/2020 were proposed. The draft Summary Record was confirmed by the SACF membership and will be published online.

2.2 *Action items arising from previous meetings*

There were three Action Items arising from Meeting 04/2020.

- Action Item 01/04: The Department was asked to provide a briefing on the types of cargo carried by dedicated freight aircraft during the curfew period. This was provided out-of-session to all SACF members.
- Action Item 02/04: The Chair was asked to write to the NSW Transport Minister to seek the attendance of Transport for NSW at SACF meetings to brief on ground, public and active transport links to, from and around Sydney Airport. The Chair's letter was sent on 30 October 2020. At time of writing, no response has been received.
- Action Item 03/04: the SACF Secretariat was asked to forward correspondence from a constituent of the Member for Bradfield to the relevant Commonwealth authorities, as well as to circulate a de-identified copy to the SACF membership. Currently, the SACF Secretariat and the office of the Member for Bradfield are confirming whether the correspondent gives permission for their correspondence to be circulated among the SACF membership.

AGENDA ITEM 3 Secretariat Update

The SACF Secretariat provided an update on the correspondence received and sent since Meeting 04/2020. Some topics of note included:

- Airservices Australia correspondence to the Chair;
- Minutes of the IMC Meeting 156;
- A range of curfew dispensations granted on 9 October 2020;

- The brief for Action Item 01/04;
- The Future of Australia’s Aviation Sector issues paper;
- Draft Minutes for IMC Meeting 157; and
- The Chair’s letter to the NSW Transport Minister.

The SACF Secretariat advised a full copy of the Long Term Operating Plan for Sydney Airport and Associated Airspace (LTOP) has now been uploaded to the SACF website.

AGENDA ITEM 4 Community Question Time – Members of the Community

Since Meeting 04/2020, the SACF Secretariat received three questions from the community.

1. “Why is only the main runway currently operating at SYD? Noise remains well down, but it seems unfair that all of it is currently being distributed to the north and south. I know the East-West runway is being used to park planes but why can’t the third runway be reopened?”

Glenn Cox, Director, Operations Terminal Services Sydney - Airservices Australia (Airservices), advised that Airservices is continuing to provide a safe and efficient air-traffic-control (ATC) service for Sydney Airport throughout the ongoing COVID-19 pandemic. Owing to the need to maintain COVID-safe staffing levels during the pandemic, this has limited operations to the main runway. Mr Cox advised that Airservices is increasing the number of ATC staff in line with Government health advice and expects to re-commence operations on the parallel runway in the near future.

2. “Does Airservices anticipate that LTOP targets will be met at some stage while air traffic is reduced? And at what proportion of 2019-level traffic do the LTOP targets again become impossible?”

Mr Cox confirmed that the targets set out in the Long-Term Operating Plan for Sydney (Kingsford-Smith) Airport (LTOP) cannot be met until the east-west runway is open again, noting that the targets have never been met. LTOP targets require traffic roughly 55 movements per hour to be reached.

3. “Would members of the Sydney Airport Community Forum be happy to comment on a paper by the Australian Business Aviation Association?”

The Chair responded to this question on behalf of SACF. He noted that the members of SACF, both individually and collectively, have the expertise and skills to assist with submissions regarding Sydney Airport and related aviation matters. He directed the SACF Secretariat to circulate the paper out-of-session and to collate a joint SACF submission.

Action Item 01/05 – SACF Secretariat to circulate the Australian Business Aviation Association’s paper to the SACF membership out of session, and to collate a joint SACF submission on the paper.

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. The SACF Secretariat will ensure that the members of the public who asked these questions will receive written answers.



AGENDA ITEM 5 Sydney Airport Update

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

- COVID-19 Pandemic Impacts: Movements, passenger numbers and overall activity at Sydney Airport are increasing as border restrictions ease, and Sydney Airport hopes to return to 30% of domestic movement numbers by the end of the year. Sydney Airport is currently the only Australian airport receiving direct flights from New Zealand under the trans-Tasman travel bubble.
- East-West Runway: This runway is still being used for temporary aircraft parking, the runway will receive some international aircraft later in the year, and the runway will continue to be used for aircraft parking until March 2021.
- Dedicated freight aircraft: Most airfreight is ordinarily carried in the hold of passenger aircraft. Given the impact of the ongoing COVID-19 pandemic on air travel, this has created a shortfall in airfreight availability, which is currently being managed through curfew dispensations for dedicated freight aircraft. SACF will continue to be informed of these dispensations as they are granted.
- Sydney Airport Jobs: Employment across the airport estate has been reduced by approximately 13,000 jobs as a result of the COVID-19 pandemic. Sydney Airport hopes many of these jobs will return as the aviation sector recovers although acknowledging that many may not return.
- Sydney Gateway Project: The Sydney Gateway Project has received Commonwealth and NSW Government approval. The NSW Government has awarded the contract for the project to John Holland/Seymour White, with construction commencing in 2021 and expected to finish in 2024.
- Runway Resurfacing Project: Phase 2 of the project is continuing.
- T2/T3 Precinct: Sydney Airport will shortly announce a public consultation period for the Minor Variation to the Ground Transport Interchange and Hotel Major Development Plan (MDP), seeking to move the hotel roughly 100m from its previously approved location.
- Noise impacts: Sydney Airport expects noise impacts to gradually rise as the aviation sector recovers, and is working with affected communities to educate them of the potential noise impacts.

Discussion then followed regarding when the East-West Runway will re-open, with Mr Plummer advising the runway is expected to be re-opened by the end of March 2021 as aviation demand increases. Ms Halbert noted that while domestic activity would return the use of the runway by airlines such as Cathay Pacific means that parking would continue until at least March 2021.

Discussion turned to noise impacts during curfew. It was noted that many of the communities affected by overflight during the curfew were understanding of the unprecedented need for these dedicated freighters. A question was asked about whether the rise of e-commerce and other factors might mean these dedicated freighters remain after the aviation sector has recovered from the COVID-19 pandemic. While Sydney Airport was unable to answer this question, it was noted that there are potential regulatory changes which could offset these impacts, such as permitting Boeing 737s in place of British

Aerospace-146s. It was also noted that the public was more aware of aircraft noise due to the increased prevalence of working from home and lower ambient noise with reduced movements

AGENDA ITEM 6 Airservices Australia Report

Glenn Cox provided an update from Airservices. Key topics included:

- The September quarter saw 31 noise complainants, although none of them were related to the 737s operating during the curfew or to the temporary closure of the east-west runway.
- ATC is expecting daily movements to increase to around 500 per day once the Queensland border restrictions are eased.
- Airservices' ATC and noise areas are ready for the increase in traffic.

Community representatives then raised Airservices' correspondence with the Chair, particularly regarding stakeholder consultation on the Flight Path Design Principles and the contents of the Engage Airservices website. It was agreed these matters will be tabled in writing and the Chair of SACF would write to Airservices to raise these matters.

Mr Cox committed to raise these issues with Ms Lawton. The Chair also committed to write to Airservices regarding these issues.

Action Item 02/05 – Chair of SACF to write to Airservices Australia regarding the public consultation undertaken on the Flight Path Design Principles, particularly in regard to the Flight Path Design Principles' interactions with LTOP.

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

Russell McArthur, of the Department of Infrastructure, Transport, Regional Development and Communications, advised SACF that the US Federal Aviation Noise Study, the *Neighbourhood Environmental Survey*, has not yet been released. 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 met on 20 October 2020, with SACF represented by John Clarke, Bob Hayes and Kevin Hill.

Mr Clarke informed SACF that IMC had discussed two main topics at this meeting:

- Mode 9 Implementation: There were concerns the implementation of Mode 9 could be impacted by the airspace re-design process underway at RAAF Base Williamtown. Airservices confirmed this would not be the case.
- Gap Analysis: Community representatives have requested more time to consider the draft gap analysis that has been prepared by Airservices.

A matter was then raised on the distinction between 'Smart-Tracking' and 'Performance-Based Navigation', with IMC having resolved to use 'Performance-Based Navigation' from now on. SACF discussed the importance of Airservices providing ongoing and accessible consolidated statistical reports, as well as IMC's request for Airservices to provide Australian Noise Exposure Indices in the future which have ceased since 2017.

It was also noted that parachuting activities were proposed to be undertaken at Randwick racecourse which was brought to IMC's attention.

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

Mr McArthur presented the Department's update. Key topics included:

- Sydney Gateway MDP: The Minister's approval of the Sydney Gateway MDP is subject to a number of conditions, and the Department is working closely with Sydney Airport and the NSW Government to ensure these are met. The most-raised topic during public consultation with active transport, particularly regarding cycle paths between T1 and T2/T3. The Chair has asked Transport for NSW to present on this topic at future SACF meetings.
- The Future of Australia's Aviation Sector – Flying to Recovery issues paper was released for public comment in October 2020, and was shared with SACF on 20 October 2020. The public consultation period on this document will close on 13 November 2020.
- Government Response to COVID-19: Mr McArthur 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.
- National Airports Safeguarding Group (NASAG): NASAG's last meeting was on 21 August 2019. Currently, most NASAG and NASF-related works are on hold due to the ongoing COVID-19 pandemic. Work will resume once resources allow. General enquiries regarding the NASF can be made by email to 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 will inform key stakeholders, including SACF, of an indicative timeline for future consultation.
- Curfew Dispensation Report: A copy of the curfew dispensation report for the period 1 July to 30 September 2020 was included in the agenda papers. Within this period, 17 curfew dispensations were granted. 28 business jet movements occurred during this period, and 151 movements were declared as emergencies.

Members raised questions from the Future of Australia's Aviation Sector Flying to Recovery issues paper, with questions asked about the definition of the term RPAS and why SACF was not consulted.

Mr McArthur explained that RPAS stood for 'Remotely Piloted Aircraft Systems', such as drones, vertical take-off and landing systems, hybrid electric aircraft and potential future aircraft such as flying taxis.

Mr McArthur then explained that the regulation reforms being considered are for low-level ATC and airspace, and would not affect SACF or LTOP.

Questions were also raised on the Australian Airspace Policy Statement and why industry stakeholders were being consulted before SACF. Mr McArthur explained the Australian Airspace Policy Statement was reviewed every three years and consultation was expected to take place in 2021 on the new Australian Aviation Policy Statement.

A question was asked whether regulatory reform of demand management at Sydney Airport was being considered by the Department. The Department committed that once an issues paper on reforms was released this would be provided to members of SACF. It was also agreed that a brief to SACF would be a standing agenda item for future meetings.

Action Item 03/05 – As a standing Agenda Item, the Department is to brief SACF on the progress of any regulatory reform options being considered for demand management at Sydney Airport.

A question was then raised regarding Airservices' National Flight Path Change Program, which Mr Cox took on notice.

Action Item 04/05 – Airservices Australia to brief SACF on the National Flight Path Change Program.

AGENDA ITEM 10 Other Business

Mr Hayes asked whether the Deputy Prime Minister had considered the Chair's request for membership of the Expert Steering Group for the Western Sydney Airport. Mr McArthur replied that, at the time of the meeting, no decision had been made on the Chair's request.

Discussion then ensued regarding whether slow processing of freight at Port Botany might lead to an increase in freight aircraft. Mr Plummer informed SACF that the types of cargo carried by ship and by aircraft are very different and have no crossover.

AGENDA ITEM 11 Date of Next Meeting

The next meeting was scheduled for February 2021, pending the finalisation of the Commonwealth parliamentary sitting calendar.



ATTENDANCE

Members

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| J. | Alexander | Chair |
| J. | Ward | Assistant to the Chair |
| J. | Clarke | Representing the Member for Bennelong |
| J. | Adams | Representing the Member for Cook |
| S. | Heath | Representing the Member for Grayndler |
| M. | Rohan | Representing the Member for North Sydney |
| K. | Hill | Community Representative for the South |
| M. | Patrinos | Community Representative for the West |
| B. | Hayes | Community Representative for the North |
| J. | Patterson | Representing the Member for Heffron |
| K. | Welsh | Representing the Inner West Council |
| R. | Edney | Virgin Australia |
| B. | Abrams | Board of Airline Representatives Australia |
| T. | Plummer | Representing Sydney Airport Corporation Limited |

Department of Infrastructure, Transport, Regional Development and Communications

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| R. | McArthur | Director, South West, ACT and NSW Airports Section |
| P. | Inall | Assistant Director, South West, ACT and NSW Airports Section |
| A. | Osborne | SACF Secretariat, South West, ACT and NSW Airports Section |

Airservices Australia

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| G. | Cox | Director of Operations (Sydney) |
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Observers and Presenters

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| K. | Halbert | Sydney Airport Corporation Limited |
| K. | Allcot | Sydney Airport Corporation Limited |
| D. | Bell | Observer |
| D. | McComb | Observer |
| T. | Williams | Observer |