

SYDNEY AIRPORT COMMUNITY FORUM (SACF)**Meeting 1/2019, 1 March 2019****AGENDA ITEM 1 Opening Remarks and Adoption of Agenda**

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

The Chair informed members he would be present for only part of the meeting due to a personal matter, and Mr Jonathon Ward, Assistant to the Chair, would Chair the remainder of the meeting.

The Chair reminded everyone the meetings are recorded and then deleted after the draft Summary Record has been prepared. The Chair also reminded members SACF had a good record of decorum and hoped it would be maintained.

The Chair noted time had been allocated on the meeting Agenda (at Agenda Item 5) to discuss the SACF submission to the Productivity Commission Inquiry into the *Economic Regulation of Airports*.

AGENDA ITEM 2 Confirmation of Draft Summary Record of Meeting 4/2018

The draft Summary Record was circulated on 16 January 2019.

2.1 *Incorporation of suggested changes*

The SACF Secretariat received no requests for changes to the draft Summary Record of Meeting 4/2018.

2.2 *Action items arising from previous meetings*

All actions from the previous meeting had been completed at the start of the meeting, except for Action Items 01/04, 05/04, and 06/04. The outstanding Action Items were completed at the meeting.

The Representative for the Member for Bennelong requested the two components of Action Item 06/04 be dealt with separately in the draft Summary Record, as the components were not related. The first issue was related to a question of whether SACF could make a submission to the National Airports Safeguarding Advisory Group (NASAG) regarding the National Airports Safeguarding Framework (renumbered Action Item 06/04a). The second was in relation to the circulation of Professor Hede's noise studies to SACF members (renumbered Action Item 06/04b). The Chair agreed to this request.

For Action Item 06/04a, Mr Marcelo Alves, Director, South West, ACT and NSW Section, Airports Branch, Department of Infrastructure, Regional Development and Cities (the Department), advised comments to NASAG closed on 12 June 2018 and SACF members were notified of the opportunity to comment in the Agenda Papers for the SACF meeting of 4 June 2018. With regards to Action Item 06/04b, Mr Alves advised Professor Hede's noise studies were circulated to all SACF members on 4 June 2018.

The Representative for the Member for Bennelong also requested an item titled ‘The National Acoustic Laboratories (NAL) Review Study and Update’ be added as a standing item on the SACF Agenda. The Chair agreed to this action.

Action Item 01/01	The SACF Secretariat to treat the two components of Action Item 06/04 as separate Action Items in the draft Summary Record.
Action Item 01/02	The National Acoustic Laboratories (NAL) Review Study and Update be added to the SACF Agenda as a standing item.

AGENDA ITEM 3 Sydney Airport Community Aviation Consultation Group (CACG)

Mr Plummer advised Sydney Airport is looking to establish a CACG to broaden its community engagement role and to ensure the Sydney community has more opportunities to participate in the airport’s decision-making processes, as they affect not only noise and the Long Term Operating Plan (LTOP), but a multitude of other issues as well, including:

- ground transport access (roads, public transport and active transport)
- broader environmental issues (air and water quality and climate change)
- the airport’s community investment and support activities
- implementation of the airport’s Master Plan
- airport-related developments
- the contribution the airport makes to the local, Sydney and national economy.

A pilot CACG is planned to be run in mid-2019, with 40 randomly selected people from local government areas within 15 kilometres of the airport.

Mr Plummer noted setting up a CACG is an Australian Government requirement, and it would not replace the role of SACF as the advisory body to the Government on aircraft noise and the LTOP. The CACG would be a deliberative forum which takes a deep dive into a specific issue, and would have the ability to call their own experts on an issue, including members of SACF. The randomly selected people on the CACG would be demographically representative of the community, and the CACG would be reconstituted for future issues (i.e., one group of people per issue).

The Community Representative for the North raised a number of concerns related to the interface of the proposed CACG with SACF, including his concern for the CACG’s potential consideration of matters related to aircraft noise and the LTOP. Mr Plummer advised SACF members would be provided with updates of CACG outcomes related to aircraft noise and the LTOP.

The Community Representative for the North also requested CACG outcomes related to aircraft noise and the LTOP be referred to SACF for further investigation. Mr Plummer denied this request, reiterating the role of the CACG is to advise Sydney Airport, while SACF’s role is to advise Government. Mr Plummer also noted the CACG is not subject to the authority of SACF, and SACF does not sit above the CACG – they are two separate bodies established for two separate reasons.

The Representative for the Member for Bennelong expressed his concern the establishment of a CACG is an attempt to dissolve SACF. Mr Alves advised there is a Government expectation Sydney Airport establish a CACG and noted the Minister for Infrastructure,

Transport and Regional Development had recently written to Sydney Airport welcoming the establishment of the CACG and its role in looking at broader airport issues, and the Minister's expectation for the role of SACF not to be replaced or impugned. Mr Plummer also reiterated the role of the CACG was to look at the broader issues impacting the airport which are separate to SACF's remit.

The Representatives for the Members for Bennelong and Heffron both suggested renaming the CACG, as it is currently described it is an airport collaboration/consultation forum and not a CACG as defined by the Government. Mr Plummer acknowledged this suggestion and undertook to look into it further.

AGENDA ITEM 4 Flight Path Design Process for Western Sydney Airport (WSA)

Ms Sarah Leeming, General Manager, Communications, Environment and Legal Branch, Western Sydney Unit (WSU), Department of Infrastructure, Regional Development and Cities, provided an overview of the flight path design process for WSA. The key information included:

- The Department has the lead on the airspace design work, and works closely with Airservices Australia (Airservices), who is providing technical assistance with the design process.
- The first step in the design process is the indicative proof of concept flight paths (proof WSA can operate safely and efficiently in the Sydney Basin), and assessing the community impacts, so the Environment Minister can assess them and establish conditions.
- The flight path design process adheres to a number of design principles, including:
 - safety is non-negotiable
 - flight paths should avoid overflights of residential areas and noise sensitive facilities
 - aircraft will not converge on a single merge point
 - consideration needs to be given to impacts on natural and visually sensitive areas
 - head to head operations (arrivals and departures in the same direction from the south west and least built up areas) are preferred, where it is safe to do so
 - changes to noise sharing arrangements at Sydney Airport will be avoided.
- Noise modelling needs to occur when developing flight paths, as well as the development of a noise insulation property acquisition policy for buildings situated outside the site.
- The key phases for the design of the flight paths include:
 - The planning phase (2017-19), the team is currently looking at 1500 flight path design scenarios (to avoid any community impacts) – during this phase all options and implications are scoped.
 - At the end of 2019, the design process will enter the preliminary design phase and the start of the environmental assessment process (for the preliminary airspace/flightpath designs). This phase has a formal community consultation component.
 - 2022-23, detailed design phase, which is the validation of the entire flight path design process.
 - 2023-24, implementation phase, where the Civil Aviation Safety Authority undertakes final approvals.

- During the planning phase, WSU is developing a set of technical system requirements (in consultation with Sydney Airport and the Board of Airline Representatives of Australia). One formal set of consultation has been completed with these groups, with another round to follow.
- The flight paths are currently being modelled for single runway operation at WSA – catering for up to 10 million passengers per year.

**AGENDA ITEM 5 SACF Submission to the Productivity Commission Inquiry into the
Economic Regulation of Airports**

Mr Ward apologised he did not circulate the draft submission to members before the meeting, and thanked those members who provided their comments. Mr Ward noted many of the comments received from members were unified and centred on the need to maintain the curfew and movement cap.

Mr Ward noted the Representative for the Member for Bennelong had requested information from Airservices regarding aircraft holding patterns over Sydney which had not been provided. Mr Roger Chambers, ATM Service Manager Sydney, Airservices Australia, provided a verbal response to the question.

Mr Chambers advised Airservices does not hold aircraft in the air over Sydney. Operationally, priority is given to bringing in planes which are in the air, with aircraft already on the ground being prevented from taking off. Aircraft arriving during the curfew are held over three main areas, none of which are over Sydney or residential areas – aircraft coming in from the east are held over water, aircraft coming in from the north are held over the Hunter Valley (non-residential area), and aircraft coming in from the west, south and south west are held over the Southern Highlands (non-residential area).

Mr Ward informed members the Productivity Commission would be holding a public hearing in Sydney on 26 March 2019, and suggested a contingent representing SACF attend the hearing to provide their views.

Mr Ward requested any further comments be emailed to him for inclusion in the submission.

AGENDA ITEM 6 Airservices Australia Report

Mr Chambers provided an overview of operations in 2018. Key highlights included:

- In 2018, there were a total of 737 aircraft noise related complainants – an improvement on the 788 complainants in 2017.
- There were 19 suburbs with 10 or more complainants in 2018, with most coming from around the airport.
- Annandale registered 23 complainants, and Newtown had 18. These suburbs were mainly affected by Mode 10 arrivals to the third runway.
- Leichhardt registered 21 complainants. Part of the suburb was affected by arrivals from Mode 10 and part by departures from Mode 9.
- 71 per cent of complainants had concerns with movements of standard flight paths (aircraft flying on an expected flight path within normal range of altitude). The remaining issues related to the frequency of aircraft movements, altitudes, perceptions of flight path changes, or a desire for the flight path to be located elsewhere.

- In 2018, the LTOP targets achieved:
 - a rate of 33 per cent of movements over the north, against a target of 17 per cent
 - a rate of 51 per cent of movements over the south, against a target of 55 per cent
 - a rate of 15 per cent of movements over the east, against a target of 14 per cent
 - a rate of 1 per cent of movements over the west, against a target of 15 per cent.

In 2018, an issue was identified where aircraft arriving on Runway 34R (when arriving from the south) cut over the eastern suburbs instead of flying on the standard flight path. Airservices sought to actively manage this issue, and successfully increased the level of compliance by up to 80 per cent. SACF members expressed their sincere thanks for the work Airservices has undertaken with regards to this matter.

The Representative for the Member for Bennelong asked Mr Chambers why Airservices counts ‘complainants’ and not ‘complaints’. Mr Chambers undertook to provide a presentation on the issue at the next SACF meeting.

Ms Jost provided a demonstration of the new ‘Aircraft in your Neighbourhood’ portal, a self-service mechanism for the community to access information about aircraft movements and flight paths in the suburb they live. Airservices hopes the portal will become a key resource for the community and community representatives to help communicate what normal aircraft operations look like.

Action Item 01/03 Airservices Australia to present at the next SACF meeting on why they report the number of ‘complainants’ and not ‘complaints’.

AGENDA ITEM 7 Sydney Airport Update

Mr Plummer provided an update of activities at Sydney Airport, including:

- Sydney Airport Master Plan (MP) 2039:
 - the preliminary draft MP came off public exhibition in late November
 - Sydney Airport received 278 written submissions, containing 750 individual comments – Sydney Airport was required to give due regard to these comments
 - Sydney Airport’s engagement activities on the MP included:
 - 700 key stakeholders briefed on the first day of exhibition
 - 160,000 people were notified of the ability to comment on the MP via social media
 - an advertisement was taken out in the Sydney Morning Herald
 - there was extensive advertising in other Sydney newspapers
 - more than 250,000 residences around the airport received notice of the ability to comment on the MP in the mail
 - there were 24 static displays at local libraries
 - Sydney Airport made printed material available, including factsheets
 - There was a dedicated 1800 number and email address created for public consultation purposes
 - There was a standalone website created for the MP
 - Sydney Airport staff got out into the community to get feedback.
 - 84 per cent of public submissions dealt with issues other than noise

- Ground transport was the biggest concern raised during the public consultation phase.
- Sydney Airport submitted the MP to the Minister for Infrastructure, Transport and Regional Development on 15 February 2019 for an approvals decision.
- Works are proposed to occur on the main runway during curfew. There are also works proposed for the Juliet and Delta taxiways, which will be undertaken 24 hours per day until complete. The East-West Runway will be available for noise sharing purposes during these works. Construction is planned to start in August 2019 and conclude in March 2022.
- The proposed Sydney Gateway project is a NSW Roads and Maritime Services initiative and is the subject of a Major Development Plan. The construction of Sydney Gateway will not interrupt the operation of the East-West Runway.

AGENDA ITEM 8 Implementation and Monitoring Committee (IMC) Report

The Representative for the Member for Bennelong advised the IMC met on 4 December 2019. The main purpose of the meeting was to advance the desktop study into the Implementation of LTOP Mode 9. IMC looked at different scenarios with a view to understanding what may be achieved in the short and long term. Discussions remain ongoing.

The Representatives for the members for Bennelong and Cook again sought to add the item 'Implementation of LTOP Mode 9' as a standing item on the SACF Agenda. Mr Alves advised of SACF's prior agreement to keep the matter with IMC until it is sufficiently advanced to a point it can come back to SACF for further consideration. Mr Ward suggested, and members agreed, the Chair be consulted offline and the decision be made by him.

Action Item 01/04 The SACF Chair to decide whether the item 'Implementation of LTOP Mode 9' should be a standing item on the SACF Agenda.

AGENDA ITEM 9 Department of Infrastructure, Regional Development and Cities Report

Mr Russel McArthur, Director, Aircraft Operations, Airports and Aviation Division, Department of Infrastructure, Regional Development and Cities, advised the weather events which occurred in Sydney on 20 December 2019 resulted in 19 dispensations being issued. The weather events also resulted in around 3,000 passengers unable to reach their final destination and 100 flights being cancelled.

Mr McArthur also advised the sudden severe weather event which occurred on 13 December 2019 resulted in 6 dispensations being issued. Also, from 22 to 23 November 2019, the severe dust storm, which engulfed Sydney, resulted in 8 dispensations being issued.

The remaining dispensations, issued between 1 October 2018 to 31 December 2018, related to passengers failing to board flights and mechanical issues.

Mr Alves advised members the SACF Inbox received four pieces of correspondence since the last SACF meeting, including:

- an email from Ms Jost advising of the flight path reinstatement (dated 6 December 2019)
- a letter from Mr Plummer advising of the curfew dispensation issued on 17 December 2019 due to construction and maintenance at the airport (dated 21 December 2019)
- an email from Mr Clarke requesting information from Airservices regarding aircraft holding patterns over Sydney (dated 13 February 2019).
- a letter from Mr Plummer advising of Sydney Airport's plans to establish a CACG (dated 19 February 2019).

AGENDA ITEM 10 Other Business

Mr Ward advised members during the caretaker period the SACF Secretariat will not actively monitor the SACF Inbox, and will not be resolving any requests from SACF members. All items will be actioned once the caretaker period ends.

AGENDA ITEM 11 Date of Next Meeting

No date was proposed for the next SACF meeting due to the upcoming Federal election. Mr Ward reminded members SACF meetings are required to be held at least every quarter.



ATTENDANCE

Members

J.	Alexander	Chair
J.	Ward	Assistant to the Chair
J.	Clarke	Representative for the Member for Bennelong
B.	Leeson	Representing the Member for Kingsford-Smith
J.	Patterson	Representing the Member for Heffron
R.	Harika	Representing the Member for Watson
J.	Lane	Representing the Member for North Sydney
T.	Williams	Representing the Member for Cook
M.	Chaitow	Representing the Member for Barton
K.	Hill	Community Representative for the South
M.	Patrinos	Community Representative for the West
B.	Hayes	Community Representative for the North
R.	Plibersek	Representing the Sutherland Shire Council
C.	Harley	Representing Bayside Council
R.	Edney	Virgin Australia
T.	Plummer	Representing the Sydney Airport Corporation Limited
B.	Abrams	Board of Airline Representatives of Australia

Department of Infrastructure, Regional Development and Cities

S.	Leeming	General Manager, Communications, Environment and Legal Branch, Western Sydney Unit
R.	McArthur	Director, Aircraft Operations Section
M.	Alves	Director, South West, ACT and NSW Airports Section
J.	McKinnon	Assistant Director, South West, ACT and NSW Airports Section
C.	Kiely	SACF Secretariat, South West, ACT and NSW Airports Section

Airservices Australia

R.	Jost	Noise Complaints and Information Service Manager
R.	Chambers	ATM Service Manager

Observers

P.	Thorne	No Aircraft Noise
W.	Southcott	No Aircraft Noise
Y.	Poon	BIKEast
T.	Neal	Residents Against West Sydney Airport (RAWSA)
T.	Adamski	Resident, Blue Mountains