

# SUMMARY RECORD

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## SYDNEY AIRPORT COMMUNITY FORUM

Meeting 1/2016, 19 February 2016

### AGENDA ITEM 1      Opening Remarks and Adoption of Agenda

The Chair welcomed members and guests. He noted that Mr Damian Cobley- Finch died unexpectedly last December following a short illness. Damian represented the Member for Sydney on SACF for six years and was always a very reliable, well informed and committed representative, and a very helpful, friendly and funny guy who will be missed by the group. A moment of silence was observed.

Apologies were noted from:

- Ron Hoenig MP, Member for Heffron;
- Ron Brent, Aircraft Noise Ombudsman (ANO), Tim Abberton will be representing the ANO;
- John Patterson, representing the City of Botany Bay;
- Neil Harley, representing the Member for Reid;
- Meredith Laverty, representing the Member for Cook. John Woods will represent the Member for Cook;
- John Clarke, representing the Member for Bradfield.
- Bob Hayes, observer;

The Chair welcomed the new member for North Sydney, Mr Trent Zimmerman MP. Mr Zimmerman noted that Leona Sierakowski would be his nominee on SACF. Ms Ruth Graver is the new nominee for the Member for Sydney.

Mr Bihary noted that the Community Representative for the North position has been vacant for six years, and proposed that Mr Bob Hayes be offered this position. Mr Zimmerman supported this proposal. It was agreed to seek approval from the Minister for Infrastructure and Transport, the Hon Darren Chester MP for this proposal.

**Action 01/01 The Chair to seek approval from the Minister for Infrastructure and Transport, the Hon Darren Chester MP, for the proposal to appoint Mr Bob Hayes as the Community Representative for the North.**

### Agenda

A draft agenda was circulated on 5 August 2015. It was agreed to consider the following action items under Other Business

- Action 01/04 Follow up on approach to the HEARing CRC on aircraft noise research
- Action 04/04 Information materials for a welcome pack for new SACF members.

No further items of Other Business were put forward.

## **AGENDA ITEM 2      Confirmation of Draft Summary Record of Meeting 4/2015**

It was agreed to confirm the Summary Record with the inclusion of two minor amendments from Airservices.

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

All of the Action items for the last meeting have been addressed, or are to be considered at this meeting.

## **AGENDA ITEM 3      Community Question Time**

Airservices Australia provided information in response to community questions raised by residents of the Inner West and the Blue Mountains (see Attachment A):

Ms Keenan noted that there had been a spike in complaints from Blue Mountains residents between September and December, when the Environmental Impact Statement (EIS) for the Western Sydney Airport was released for public comment.

Mr Abberton noted that the Aircraft Noise Ombudsman had independently investigated complaints from Blue Mountains residents and also found that there had been no change in flight paths or the number of aircraft movements. The only change has been an increase in community awareness as a result of publicity around the Western Sydney Airport EIS.

The Chair invited Blue Mountains residents to speak. Mrs Blackburn raised a number of concerns about and asked whether the flight path could be moved, as some aircraft track south over the national park instead of over Katoomba. It was noted that to the south of the outbound flight path is an inbound flight path, and if there is no inbound traffic, aircraft can request to track south earlier. Ms Keenan pointed out that it was very difficult to move a flight path without overflying new residents or creating flow-on effects on other flight paths. Airservices agreed to have a high level look ( a preliminary investigation) into whether there is feasibility to alter the flight path and what impact that would have on other routes. Mr Carroll noted there are arrival flight paths and departure flight paths that must work together in the airspace. Ms Keenan noted this would be a very high level review to determine if an investigation would be feasible and may take some time.

Mrs Blackburn and Mr Adamski also raised the issue of possible flight paths over Blaxland and the Blue Mountains when the Western Sydney Airport was built. The Chair highlighted that questions relating to the Western Sydney Airport are beyond the terms of reference of SACF. However he suggested Mr Adamski discuss the matter with the representative for the Member for Wentworth after the meeting.

**Action 02/01   Airservices to conduct a high level, preliminary investigation into the issues and feasibility around potential changes to the flight path over Katoomba and report back to SACF.**

**AGENDA ITEM 4      Sydney Airport Report**

The Sydney Airport report will be circulated to members.

Mr Plummer reported on improvements to ground transport access, which aims to reduce congestion using separated traffic streams. A shared pedestrian and cycle path will begin construction late in 2016 or early in 2017. The NSW Government announced a number of projects to widen a number of roads, and appoint an Airport Traffic Coordinator to improve traffic flow around the airport.

In 2015 a record number of new international airlines began to operate out of Sydney, including All Nippon Airlines, Hainan Airlines, Xiamen Airlines, Indonesia Air Asia X and Solomon Airlines. Travellers from the Philippines recorded the highest growth rate with 37 per cent more passengers over 2014, a result of new growth from Cebu Pacific. High growth rates were also seen in passengers from China and India.

He expressed concern about the rezoning of industrial land around the airport into residential land, and rezoning residential land in areas highly affected by aircraft noise, and is working with the NSW Government to try to get some better planning outcomes.

The Western Sydney Airport draft EIS process has concluded. In 2015 there were 335,001 aircraft movements at Sydney Airport, up from 329,000 in 2014. Passenger numbers were up from 39 million to 40 million, indicating that passenger growth is outstripping growth in aircraft movements as a result of larger aircraft, which are also relatively quieter.

**AGENDA ITEM 5      Airservices Australia Report – Ms Keenan**

Ms Keenan gave a brief summary of aircraft noise reports. A detailed report is at Attachment B.

She noted that the Sydney Airport Operational Statistics reports for December 2015 and January 2016 and the Aircraft Noise Information Report for the 4<sup>th</sup> Quarter of 2015 would be available on the Airservices website shortly, and the Secretariat would circulate links to these reports to members.

For the October-December quarter 2015 there were around 85,800 total aircraft movements, around 28,500 per month which is a slight increase from the quarter before. Jet numbers have been averaging around 20,000 movements per month in 2015, with 6,000-7,000 propeller movements per month. During the 4<sup>th</sup> quarter the use of Runway 34 was higher than the previous quarters. This is a seasonal effect associated with the increased prevalence of north easterly winds during the summer months, which constrains the use of the cross Runway 25 for noise sharing due to strong tailwinds.

The number of community members who lodged complaints was higher than previous quarters, particularly from the northern suburbs.

She attributed this to an increased use of Mode 9, which peaked at 60 per cent in October. There was also a large number of complaints from Blue Mountains residents.

## **AGENDA ITEM 6      Implementation and Monitoring Committee (IMC) Report**

Mr Hill provided a summary of the December and February meetings, and noted that the minutes from the February meeting would be available shortly. He reported that Airservices provided an informative presentation on the problems with congestion associated with on-ground aircraft movements and taxiing. IMC is also looking at alternative methods for measuring LTOP progress in noise sharing beyond the runway end targets, and is developing a list of measurable outcomes that can be reported on.

## **AGENDA ITEM 7      Department of Infrastructure and Regional Development Reports**

### **7.1      Business Jet Curfew Movements**

Ms Rosengren reported on movements by business jets permitted to operate during the curfew. There were 15 medical and 29 business jet movements over the last quarter, which was similar to the previous quarter, and is down from the same period in 2014-2015. We have now completed 12 months tracking the movements of business jets since the list of jets permitted to operate during the curfew was updated, and there has been no significant change in the number of movements, but we are seeing a small increase in the use of the new quieter aircraft.

### **7.2      Curfew Dispensation Report**

There were 16 curfew dispensations granted for a range of medical emergencies and last minute mechanical repairs since the last meeting and two requests for dispensations were declined. This is on a par with the numbers for previous years.

### **7.3      Review of Airport Curfew Administration Arrangements**

The Department is conducting a review of the administrative arrangements for airport curfews to look at how it manages compliance, engages with airlines, and the internal communications between the Department, Airservices and other stakeholders. The review is to examine the effectiveness, efficiency and appropriateness of curfew administration arrangements.

### **7.4      SACF correspondence**

The Chair commended the work of the Department in putting together the SACF submission on the Western Sydney Airport EIS. Dr Andrew Hede wrote to the Chair on the Western Sydney Airport EIS, and included a copy of his own submission on the EIS. A copy of Dr Hede's submission is available from the Secretariat on request. Professor Robert Cowan of the HEARing CRC wrote to the Chair in relation to aircraft noise research.

## **7.5 SACF phone line**

No telephone calls were received.

## **AGENDA ITEM 8 Other Business**

### **Follow up with the HEARing CRC on proposed aircraft noise research.**

The Chair wrote to Professor Robert Cowan of the HEARing Cooperative Research Centre (CRC) on 24 September 2015 in relation to the possibility of updating the aircraft noise survey research which underpins the Australian Noise Exposure Forecast (ANEF). Professor Cowan replied, indicating that the HEARing CRC would be able to undertake such a study, albeit at a cost of around \$1million, or \$500,000 for a more narrowly focused study.

Mr Plummer put the view that the ANEF is based on a survey that is seriously out of date and that this is allowing questionable planning decisions. To provide a better basis for the ANEF would require a large study, across a number of cities and airports. The Chair suggested that a cost-sharing arrangement may spread the burden and help to secure funding from the Federal Government.

Mr Abberton noted that the focus of such a survey would be on aircraft noise annoyance levels and that this would have no impact on how ANEF contours are generated, and only potentially on the acceptability levels for land use described in AS2021 if all stakeholders agreed. He noted that the Australian Standard AS 2021 had recently been reviewed. It was suggested that the Forum needs to give further consideration to what it wants to achieve from such a study, and a better understanding of the processes involved in changing the Australian Standard. It was suggested that the Chair write to the Minister seeking support to undertake scoping of a potential update of the aircraft noise study, and determine whether there is broad support among other Community Aviation Consultation Groups (CACGs) for this research.

**Action 03/01 The Chair to write to the Minister seeking support to undertake further scoping of a potential update of the 1982 aircraft noise study, and seek the views of other CACGs on this research.**

### **SACF Information Pack**

At the last meeting it was agreed to put together an information pack of materials to provide useful background information for new SACF members, and take it to IMC for consideration. An information pack has been compiled but has not yet been reviewed by the IMC. It was agreed to revisit this matter at the next meeting following consideration by IMC.

**Action 04/01 The draft SACF Information Pack will be passed on to the IMC for review and brought back for discussion at the next SACF meeting.**

## **AGENDA ITEM 9 Date of next meeting**

It was agreed to hold the next meeting on Friday 20 May 2016.

## **ATTENDANCE**

### **Members**

J.	Alexander	Chair
B.	Abrams	Representing the Board of Airline Representatives of Australia
J.	Bihary	Representing the Member for Bennelong
A.	Collins	Representing the Member for Wentworth
K.	Cruden	Representing the Member for Grayndler
R.	Edney	Virgin Australia
R.	Graver	Representing the Member for Sydney
K.	Hill	Community Representative for the South
N.	Moncreiff-Hill	Representing the Member for Kingsford Smith
M.	Patrinios	Community Representative for the West
T.	Plummer	Representing the Sydney Airport Corporation Limited
K.	Schreiber	Representing the Sutherland Shire
L.	Sierakowski	Representing the Member for North Sydney
C.	Woods	Representing the Mayor of Marrickville
K.	Welsh	Representing the Mayor of Leichhardt
M.	Wilson	Representing the Member for Summer Hill
J.	Woods	Representing the Member for Cook
M.	Yu	Representing the Member for Barton

### **Department of Infrastructure and Regional Development**

S.	Rosengren	Acting General Manager, Aviation Environment
J.	Collis	Aircraft Operations Section, SACF Secretariat
N.	Fisher	Aircraft Operations Section
A.	Sutherland	Director, Airports, New South Wales

### **Airservices Australia**

P.	Carroll	Air Traffic Control Line Manager
E.	Keenan	Manager Community Relations

## Observers

T.	Abberton	Office of the Aircraft Noise Ombudsman
T.	Adamski	Blue Mountains Resident
S.	Annand	Board of Airline Representatives of Australia
L.	Blackburn	Blue Mountains Resident
R.	Freestone	University of New South Wales
J.	Hinchcliffe	Blue Mountains Resident
P.	Holt	Besmaw Pty Ltd
R.	Schuch	Sydney Airport Corporation Limited
W.	Southcott	No Aircraft Noise Party
D.	Stani	Overnight Aircraft Operators Association
F.	Van Ewijk	Qantas
T.	Williams	Eastern Suburbs Resident



**COMMUNITY QUESTION TIME****Responses provided by Airservices Australia****Responses to Questions by Inner West Resident.**

*Q1: Are there any trials being considered to minimise the very heavy burden of noise currently suffered by residents under the flightpath used by aircraft departing to the north-west on the long runway? These planes fly DIRECTLY over many, many thousands more residents than live in Kurnell and do so, not only when mode 9 is used, but also when Sodprops and mode 7 are used.*

No. Unlike Kurnell which is surrounded by water, there is nowhere that these aircraft can fly that does not overfly residential areas. The runway that an aircraft departs from depends on its destination and the type of aircraft. Heavy jets need to use the longer runway (34L). Many of these are departing for destinations to the north and north-west of Australia such as the Middle East, Malaysia, Singapore and China and therefore departing to the north-west is the most expeditious way for them to reach their route. Airservices is always looking for noise improvements but no practical or feasible improvements have been identified in this case.

*Q2: Are any attempts being undertaken to improve the appalling respite figures suffered by residents under mode 9 departure flightpaths to the north-west?*

Wherever possible, a noise sharing mode is used between 6:00am and 7:00am, depending on wind conditions and traffic levels.

**Responses to Questions by Blue Mountains Residents****Background**

Aircraft that fly over the Blue Mountains depart Sydney Airport from the westernmost of the parallel runways and turn towards the north-west. They are tracking towards the non-directional beacon at Katoomba. This beacon has been in this location since the 1950s.

Departure flight paths are organised so as to efficiently move aircraft onto their routes. The flight path that passes over the Blue Mountains is assigned to aircraft that are heading for destinations to the west, north and north-west such as Dubbo, Perth, Adelaide, Darwin, Broome, Singapore, Kuala Lumpur, Dubai, Abu Dhabi, Hong Kong and Shanghai, for example.

This is not a new flight path, but there are many more aircraft flying in and out of Sydney Airport now than in the past, and this means there is more traffic on all flight paths now than in the past. For example, in 2002 there were 252,504 movements annually. In 2005 there were 281,738 and in 2015 there were 336,958.



## Questions

*Q1: When did outgoing overflights ex KSA commence over the Blue Mountains area and in particular above, Blaxland, Glenbrook, Woodford, Katoomba, Hazelbrook?*

Departing flights have flown over the Blue Mountains area since the Long Term Operating Plan for Sydney Airport established the current set of flight paths in the late 1990s. Advances in navigation technology used by modern aircraft mean that aircraft are now able to fly flight paths more precisely and this has resulted in increased concentration of the flight paths over the years. However there has been no change to flight paths.

*Q2: What was the initial frequency of overflights over the individual areas mentioned at the commencement of overflights and what is the frequency of flights as at 20<sup>th</sup> January 2016? What is the % increase?*

*Q3: How many flights were made at the commencement of overflights and how many flights are now being undertaken on a daily basis, as of 20<sup>th</sup> January 2016?*

It is not possible to provide the information requested for a number of reasons:

- Of the suburbs listed, only Blaxland is within the range of the Noise and Flight Path Monitoring System (NFPMS) which has a range of 50km from the airport.
- The NFPMS was implemented in 2009. The system that was in place prior to that time collected data on a different basis and these data are not comparable and are considered unreliable.
- Until 2011 the current system did not collect data once an aircraft had attained 10,000ft in altitude, which therefore excluded most aircraft nearing the Blue Mountains area. The system now extends vertically to 30,000ft.
- Data on frequency is not collated in the NFPMS.

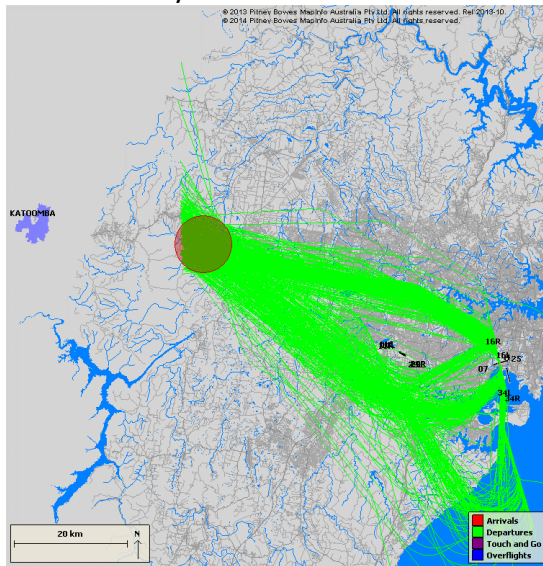
We can provide data from 2012 – 2016 about aircraft movements over Blaxland. This data includes all aircraft departing from Runways 34L and 16R at Sydney Airport that passed within a 5km radius of Blaxland during each day in the month of January each year.

Aircraft passing over Blaxland continue towards Katoomba. The data does not include aircraft that have not departed Sydney Airport.

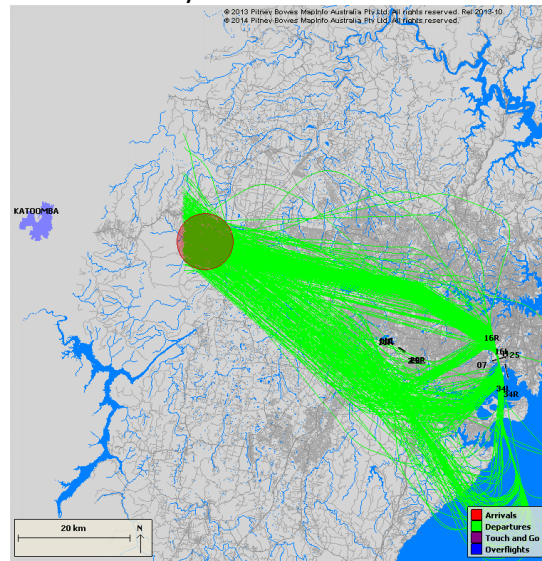
As January is a holiday month in Australia, it can be expected that movement figures for January are higher than most other times of the year as the airlines typically schedule extra flights to popular holiday destinations in this month.

The images below illustrate the area in which the data was collected (shaded in red) and the movements that passed through this area during January in each year.

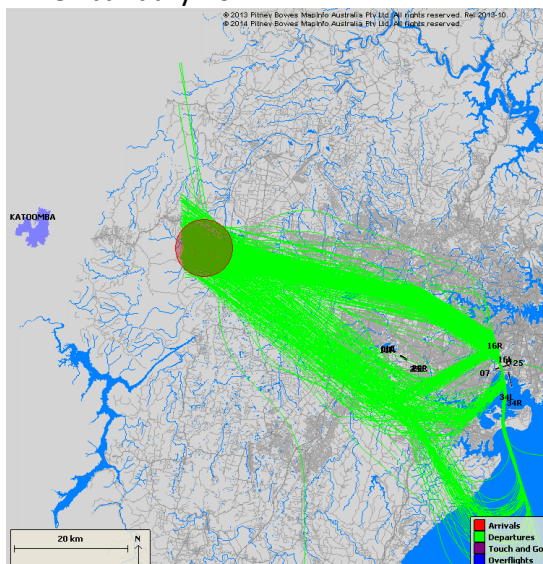
1 - 31 January 2016



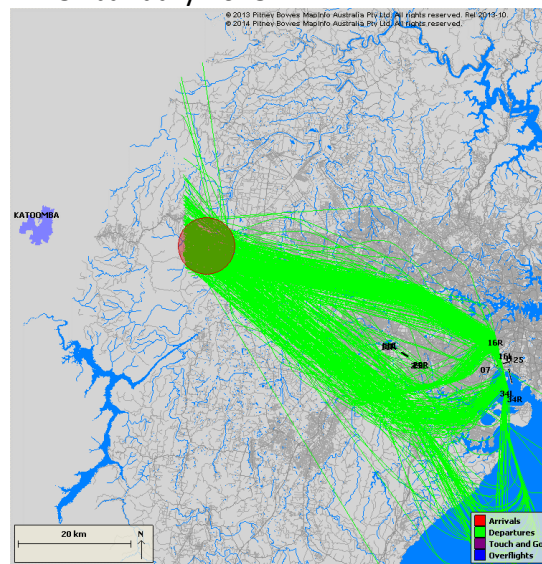
1 – 31 January 2015



1 – 31 January 2014



1 – 31 January 2013



1 – 31 January 2012

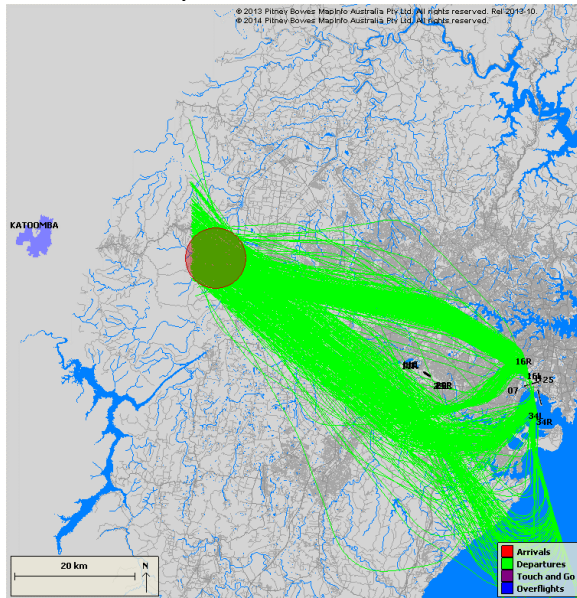


Table 1 contains the data collected. Table 2 shows jet departures as a percentage of total movements over Blaxland each January.

**Table 1: Number of Sydney Airport departures passing over Blaxland each day in the month of January, 2012 - 2016**

	2016			2015			2014			2013			2012		
	Total	Jets	Turbo-props	Total	Jets	Turbo-props	Total	Jets	Turbo-props	Total	Jets	Turbo-props	Total	Jets	Turbo-props
1/1	53	50	3	44	40	4	46	4	3	12	6	6	33	31	2
2/1	11	6	5	13	9	4	35	31	4	7	1	6	46	39	7
3/1	11	6	5	45	43	2	57	50	7	29	22	7	48	38	10
4/1	9	4	5	27	22	5	7	3	4	61	53	8	35	29	6
5/1	13	5	8	8	2	6	38	34	4	46	41	5	13	8	5
6/1	16	8	8	9	2	7	12	5	7	38	36	2	18	7	11
7/1	12	2	10	44	39	5	10	5	5	29	26	3	32	29	3
8/1	12	3	9	35	31	4	8	2	6	46	42	4	33	28	5
9/1	51	50	1	29	26	3	54	51	3	12	5	7	9	0	9
10/1	58	56	2	23	19	4	57	52	5	40	33	7	28	21	7
11/1	52	44	8	6	1	5	46	44	2	47	43	4	15	13	2
12/1	14	9	5	15	6	9	8	3	5	19	16	3	20	8	12
13/1	47	39	8	28	22	6	22	14	8	14	11	3	44	34	10
14/1	30	27	3	44	43	1	59	54	5	13	4	9	6	3	3
15/1	16	7	9	12	5	7	62	55	7	23	20	3	15	7	8
16/1	11	6	5	35	30	5	64	58	6	50	36	14	57	51	6
17/1	17	11	6	20	18	2	59	51	8	41	36	5	54	48	6
18/1	60	55	5	6	4	2	45	42	3	52	43	9	48	36	12
19/1	52	49	3	10	1	9	10	5	5	9	3	6	16	12	4
20/1	40	38	2	54	49	5	11	3	8	6	1	5	19	8	11
21/1	38	31	7	30	22	8	15	9	6	51	46	5	6	5	1
22/1	33	23	10	57	55	2	11	7	4	34	27	7	9	3	6
23/1	13	9	4	40	37	3	55	51	4	13	5	8	15	2	13
24/1	11	6	5	40	36	4	54	52	2	13	3	10	23	18	5
25/1	12	3	9	27	23	4	8	5	3	45	39	6	41	33	8
26/1	34	32	2	8	0	8	11	7	4	28	26	2	10	4	6
27/1	52	46	6	10	5	5	61	57	4	56	52	4	14	6	8
28/1	39	35	4	19	9	10	57	51	6	25	23	2	12	8	4
29/1	36	28	8	11	4	7	53	51	2	27	16	11	57	50	7
30/1	8	3	5	13	4	9	55	51	4	13	2	11	54	43	11
31/1	28	23	5	18	15	3	64	59	5	41	35	6	18	7	11
<b>TOTAL</b>	<b>889</b>	<b>714</b>	<b>175</b>	<b>780</b>	<b>622</b>	<b>158</b>	<b>1154</b>	<b>1005</b>	<b>149</b>	<b>940</b>	<b>752</b>	<b>188</b>	<b>848</b>	<b>629</b>	<b>219</b>

**Table 2: Jet departures as a percentage of total movements over Blaxland in the month of January, by year**

2016	80%
2015	79%
2014	87%
2013	80%
2012	74%

Looking at the destinations of aircraft that fly over the Blue Mountains, between 2011 and 2015 there has been growth in the number of flights being scheduled to some of the destinations by the airlines, and a decline in others. This is shown in Table 3.

**Table 3: Number of departures that fly over the Blue Mountains annually heading for these destinations**

	Abu Dhabi	Dubai	Manila	Hong Kong	Delhi	Bangkok	Phuket	Denpasar	Jakarta	Kuala Lumpur	Singapore	Adelaide	Darwin	Perth	Guangzhou	Shanghai
2011	706	458	396	2550	0	1970	154	779	609	761	2613	5835	1162	4163	1184	1009
2012	728	737	347	2634	0	1493	173	987	536	1091	2810	6136	1310	4059	951	1096
2013	717	1008	435	2466	53	1434	156	994	435	1356	2817	6152	1326	3966	945	1151
2014	716	1095	570	2177	152	1286	155	1098	436	1754	2850	6760	1360	4165	935	1107
2015	704	1094	816	2113	183	1312	155	1115	403	1418	2969	6858	1290	4087	963	1130

To summarise these findings:

- The number of departure movements passing over the Blue Mountains in January has fluctuated over the last five years.
- Movements in January 2016 were lower than in the same month in 2013 and 2014.
- The peak was in January 2014: 1154 movements, followed by 2013: 940 movements.
- The lowest point was in January 2015: 780 movements.
- There were 41 more movements in January 2016 (889) than in 2012 (848).
- The percentage of jets peaked at 87% in 2014, but otherwise has remained around the 80% mark.

*Q4: What are the flight height ranges which large jets can fly over the areas mentioned above?*

If jet aircraft have departed from Runway 34L their altitude will generally range from 10,000 – 18,000ft over the Blue Mountains.



If they have departed from Runway 16R they will have covered more track miles before reaching the Blue Mountains and therefore will have had more time to climb. They will be generally above 18,000ft. The ability of aircraft to climb can be affected by factors such as the type and size of the aircraft, how heavily laden the aircraft is, ambient temperature, relative humidity, and other weather phenomena. When the evenings are warm, the air is less dense and therefore there is less lift for aircraft. The maximum take-off weight for an A380 is 560,000kg, for a B747 it is 396,890kg, for an A320 it is 73,500kg. These differences in weight alone can affect an aircraft's climb rate.

*Q5: What are the time frames which large jets are flying over the Blue Mountains and the townships mentioned?*

The Sydney Airport curfew is between 11:00pm and 6:00am. Aircraft may depart after the curfew begins if they are given push-back clearance before 11:00pm. Jet flying time to Blaxland is approximately 5 to 9 minutes after departure from Runway 34L, and 10 to 12 minutes after departure from Runway 16R. Therefore jet aircraft departing Sydney Airport may pass over the area anytime within these timeframes. There is no restriction on military aircraft, emergency services or any other aircraft not landing at or departing from Sydney Airport from flying over any area at any time.

*Q6: Is there a public database which the community can access to obtain all of the information being sought in this submission?*

The best source of information for the community is WebTrak:  
<http://www.airservicesaustralia.com/aircraftnoise/webtrak/>

WebTrak allows users to view aircraft movements from three months ago to 40 minutes ago. It also provides an overview of where aircraft typically fly, providing an understanding of operations and patterns over time.

As it is part of the NFPMS, WebTrak is also limited to a range of 50km from the airport. However it is possible to extrapolate where aircraft fly past the outer edge of the range by visualising an extended track in a straight line.

A number of reports are also available on Airservices website. The monthly Sydney Airport Operational Statistics reports contain information about runway and mode usage. The quarterly Aircraft Noise Information Reports discuss issues being raised by complainants. All reports are available here:  
<http://www.airservicesaustralia.com/publications/>

For further information or enquiry about aircraft noise issues please contact the Airservices Noise Complaints and Information Service:  
Telephone: 1-800-802-584  
Facsimile: (02) 9556-6641  
Internet: <http://www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/>

**AIRSERVICES REPORT****Sydney Airport – Aircraft Noise Information Report Q4 (October – December) 2015  
Movements**

- Total movements were 85,800 (around 28 500 per month), this is a slight increase from the previous quarter (84,500) and slightly higher than the three year average.
- Jet numbers have been averaging around 20,000 movements per month for the last 12 months.
- Propeller aircraft numbers have remained constant at approximately 6,000 to 7,000 movements per month (for the last 12 months)
- Helicopter movements remain low, however there was a slight increase in December.
- Movements remain fairly consistent for the last 12 months, Quarter 4 of 2015 was slightly higher than the three year average.

**Runway use**

- During Quarter 4 of 2015 use of the 34 direction (mainly Runway 34R) was higher than in previous quarters. This means aircraft departed to the north and arrived from the south over water. In the summer months there are often strong winds from the north east. This means that strong tailwinds on Runway 25 (the crossing runway) often prevent its use which is an additional constraint to noise sharing as set out in the Long Term Operating Plan (LTOP). The use of Runways 34R and 34L therefore increase in these months.
- The cross runway was used less than 5% for all arrivals and departure during Quarter 4 of 2015.

**Curfew**

- Average of around 9 movements per night during curfew hours (slightly lower than previous quarter – 10 per night), even though overall movements for the quarter increased.
- Bae146 freighter aircraft was the aircraft with most movements during curfew hours, averaging around 4-5 movements per night.
- During the northern hemisphere daylight saving period international aircraft arrive an hour earlier. The curfew allows for a limited number of approved international aircraft to operate into Sydney Airport between 5:00 am and 6:00 am. During the northern hemisphere autumn and winter (October to March) there are no international quota movements.

**Complainants**

- The overall number of complainants for Sydney Airport in Quarter 4 of 2015 was higher than the previous two quarters.
- Runway 34 operations were more prevalent than Runway 16 operations in the Quarter, and this is reflected in complainant numbers for the suburbs, which are generally greater under Runway 34 flight paths.
- There were significant numbers of complainants from areas of the Blue Mountains which are further away from Sydney Airport. These areas are affected mainly by departing aircraft off Runway 34 that are tracking via Katoomba.



- There was an increase in complainants from areas that are perceived as going to be impacted by operations associated with the proposed Western Sydney Airport. The release of the draft Environmental Impact Statement for the new airport in October 2015 may have heightened awareness of aircraft over the area, however there has been no changes to flight paths. More aircraft are tracking via Katoomba, including international aircraft, which takes them over the Blue Mountains area. The aircraft are also tracking with increasing accuracy compared to a number of years ago due to better navigation equipment, which has had the effect of narrowing the area overflown. Some of these areas had previously only had one or zero complainants.
- The largest increase in the number of complainants was from Blaxland in the Blue Mountains, which went from one to 16 complainants.

### **Weather**

Seasonal wind patterns continued to have an effect in Sydney.

Mode 9 use peaked in October 2015 at over 60% resulting in a jump in complaints from suburbs affected such as:

- Leichhardt, Concord, Petersham, Dulwich Hill, Marrickville (34L)
- Paddington, Maroubra, Randwick, Double Bay, Alexandria (34R)

As Mode 9 peaked in October Mode 10 use naturally dropped. Therefore when Mode 10 use rose again in November and December this triggered many complaints from suburbs that had experienced some respite in October such as:

- Turramurra, Wahroonga, Lane Cove, Drummoyne, Stanmore, Lilyfield

Of the Modes 9 and 10 complaints a significant number specifically referred to the frequency of traffic in the early morning (6:00 – 7:00am) period and the hour before curfew. Such complaints peaked when noise sharing was not possible at these times. For the complainants under 34L departures and 16R arrivals this also reflects the number of heavy jets that request the longer runway even though a noise sharing mode has been selected.

Mode 14a usage rose in line with seasonal patterns resulting in complaints from

- Bexley, Mortdale, Beverley Hills, Peakhurst (07)

### **Sydney Airport Operational Statistics –**

<http://www.airservicesaustralia.com/publications/reports-and-statistics/sydney-airport-operational-statistics/>

### **Sydney Aircraft Noise Information Report –**

<http://www.airservicesaustralia.com/publications/noise-reports/noise-reports/>