



SUMMARY RECORD

Meeting 01/2023, 2 May 2023

AGENDA ITEM 1 Opening Remarks, Housekeeping and Adoption of Agenda

The Chair, Ms Sally Sitou MP, introduced herself as the Member for Reid and the Chair of SACF. The Chair acknowledged that we are all coming from different lands of First Nations people and that she was located on Wangal land and paid her respects to Wangal elders past, present and emerging.

The Chair reminded those in attendance of the meeting protocols and advised that the meeting was being recorded to assist in the production of a draft summary record (but that the recording would not be made public).

The Chair advised that the Secretariat had circulated an agenda prior to the meeting.

AGENDA ITEM 2 Confirmation of Draft Summary Record of Meeting 2/2022

Mr Bob Hayes, Community representative for the North, raised concerns that action items from the previous SACF meeting had not been included in the agenda.

Mr Phil McClure, Assistant Secretary, Airports Branch at the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (Department) addressed Mr Hayes comments.

Mr McClure recognised that while SACF had been taking place for a long time, this meeting represented a reconstitution of the group with a new Chair and membership and that the reconstituted meeting would not directly pick up the action items, noting that in most cases the items had been overtaken by subsequent events. These included the technical working groups consulting on the Harris Review into Sydney Airport Demand Management, on which SACF had had a representative, which have now been concluded, the item on an aviation community advocate, and an item on unmanned aerial systems.

Mr McClure noted that the representatives in the current meeting were nominated by members of Federal, State and Local Government from areas impacted by Airport operations, with many of the Federal membership having changed in the 2022 Federal election.

Mr McClure also noted that the appointment of an aviation community advocate (one of the previous agenda items) had not been supported by successive governments.

It was suggested that Mr Hayes and Mr McClure could discuss these issues offline. Mr Hayes stated that he would seek the Chair's approval for the omitted Action Items from the previous meeting to be reinstated on the next SACF Meeting agenda.

AGENDA ITEM 3 Department of Infrastructure, Transport, Regional Development, Communications and the Arts

Mr Phil McClure provided a departmental update.

Aviation White Paper

- In the lead up to the last Federal election, the Government announced a commitment to develop an aviation White Paper.
- The terms of reference for the White Paper were released earlier this year, with over 190 submissions received in response.
- The next step is to develop a Green Paper which is expected to be released mid-2023. The Green Paper will cover a range of aviation issues and will be the subject of the next round of consultations.



Sydney Airport Community Forum

- The issues discussed in the Green Paper and subsequent consultation, will inform the content of the final White Paper which will be delivered in 2024.

Jet Zero Council

- The Government will establish a Jet Zero Council that will look more deeply at how aviation can meet objectives towards net zero carbon emissions.
- The Government is considering who will be nominated to be members of the Jet Zero Council and an announcement is expected soon.

Sydney Demand Management

- Following the technical working groups consultation on the Harris Review, the Department has consolidated the views on the Sydney demand management options and provided advice to Government for consideration.

Emerging Aviation Technologies

- There are multiple initiatives currently under way which consider the use of drone technology. The Secretariat can arrange a presentation at a subsequent SACF meeting for the relevant area in the Department to provide an update.

Airports Regulations - sunseting and reform

- The Department is working through airport regulations that apply to federally-leased airports, including Sydney, to determine updates required as they sunset over the next few years.

Ms Maria Patrinos, Community Representative for Western Sydney, thanked SACF for the invitation to return as a member and raised the possibility of the community representatives being provided with technical guidance and expertise to assist them.

Mr McClure advised there are community groups attached to all the major airports throughout Australia, who rely on the technical expertise of Airservices Australia (Airservices), industry members such as airport and airline representatives, and the Department for guidance. In the case of SACF, Airservices leads and provides technical support for the sub-working group, the Implementation and Monitoring Committee (IMC), which focusses on the implementation of the Long-Term Operating Plan (LTOP), flight path design and aircraft noise outcomes.

AGENDA ITEM 4 Airservices – Presentation and Questions

Mr Russel McArthur, representing Airservices, provided an update on operations relating to Sydney Airport (a copy of the slides presented by Airservices is set out as an attachment to this summary).

Mr McArthur's presentation covered the topics of:

- what Airservices does;
- Sydney Airport service variations;
- the status of Air Traffic Control (ATC) and Aviation Rescue Fire Fighting (ARFF) Enterprise Agreements;
- noise complaints, including a discussion of complaints from residents of La Perouse; and
- Sydney Airport traffic levels.

The Hon Matt Thistlethwaite MP, Member for Kingsford Smith, raised a number of concerns from his constituents about whether the standard instrument departure (SID) for Flight Path G of LTOP had been altered resulting in flights going over La Perouse instead of out through the heads of Botany Bay.

Airservices has reviewed the flight path for the last 20 years and essentially the SID flight path has not changed and SID routes fly planes through the heads of Botany Bay. However, there can be variations in where aircraft actually fly in the corridor due to a number of reasons, including due to weather, operational requirements and individual aircraft characteristics. This means that flights do travel over La Perouse on occasions but they should be an exception.



Mr Thistlethwaite, invited Mr McArthur to a community forum with residents to discuss these issues. Mr McArthur agreed to attend.

Mr Thistlethwaite asked if it was still planned to relocate the Sydney Terminal Control Unit (TCU) to Melbourne and if the move would represent a risk to safety and what the time frame for closure of the Sydney TCU would be.

Mr McArthur confirmed it was still Airservices intention to move the Sydney TCU to Melbourne over a four-year period. Mr McArthur noted Airservices were examining the training requirements around the TCU and how they can provide greater resilience and operational advantage by having the TCU located in Melbourne.

Mr McArthur confirmed relocating the TCU would not compromise safety and would have advantages as Melbourne TCU would look after all of the southern routes in Australia and this would increase resilience in the network.

AGENDA ITEM 5 Sydney Airport Update

Ted Plummer, representing Sydney Airport, provided an update on Sydney Airport (a copy of the slides presented by Sydney Airport is set out as an attachment to this summary).

Mr Plummer's presentation covered the following topics:

- Sydney traffic performance update;
- new airlines flying to Sydney Airport;
- upcoming projects;
- ground transport update; and
- the Sydney Airport Master Plan.

Kevin Hill, Community representative for the South, raised concerns that for over 12 months there have been runway upgrades occurring on runway 34L which has resulted in late night flights directly over Kurnell and asked for an update on the works.

Mr Plummer acknowledged Mr Hill's concerns and suggested they take this conversation offline and he will get back to Mr Hill separately.

Mr Thistlethwaite asked two questions of Mr Plummer. First, he asked for an update about the closed carpark (P1) at the domestic terminal and when it would be reopened and what is the airport's view on the overpass into the airport being constructed as part of the Sydney Gateway project, where the upper deck comes down to meet the road below.

Mr Plummer confirmed that car park P1 has reached the end of its use and would not be reopened and would be reconstructed in a yet to be determined form. In regards to the upper deck of the road Mr Plummer offered to obtain further details from the Gateway project team, which he could provide to the meeting when it is next convened.

AGENDA ITEM 6 Implementation and Monitoring Committee (IMC) Update

Mr Kevin Hill, Community Representative for the South, provided an update on IMC. The most recent meeting of IMC was held on 20 December 2022.

Mode 9 implementation

- IMC and Airservices are working together on the Mode 9 implementation.
- IMC are looking to have aircraft fly over the sea rather than fly over the middle of Sydney.
- The process is looking positive and IMC are awaiting further feedback from Airservices.

Simultaneous opposite direction parallel runway operations (SODPROPS)

- There have been community complaints from Kurnell regarding SODPROPS between 10.00pm and 11.00pm.
- Analysis has been undertaken and concluded that the noise from SODPROPS is unavoidable.
- An education package may be produced for distribution to impacted communities.

Required Navigation Performance Authorization Required Approach (RNP AR)

- IMC has been examining a proposal for an RNP AR Approach when landing in a southerly direction.
- This would involve a curved approach, which may reduce the noise impact over Kurnell.

AGENDA ITEM 7 Western Sydney International Airport – Flight Path design

Mr David Jansen, Assistant Secretary of the Western Sydney International Airport (WSI) Regulatory Policy Branch, provided a brief introduction on the flight path design and noted that while progress had been slowed by COVID they are on track to release draft flight paths in September/October.

Mr Jansen introduced design consultant, Mr Matt Shepherd, who presented the WSI preliminary airspace and flight path design presentation (a copy of the slides presented by Mr Shepherd is set out as an attachment to this summary).

Mr Shepherd's presentation covered the topics of:

- the high-level project plan;
- airspace and flight design process;
- airspace and flight path design decisions;
- Air Traffic Control procedures; and
- technical advice.

Ms Sitou thanked Mr Shepherd and asked when the flight path information will be publicly released.

Mr Jansen responded that the draft environmental impact statement (EIS) will be out in late September / early October.

Mr Hill questioned whether WSI were aware of the information that he and other IMC members were attempting to convey to the Department during community consultation. Mr Shepherd responded that he was aware of Mr Hill's concerns regarding the Mode 9 arrival. He stated that the work on the flight paths pertained to WSI and that his expectation is that their will have be no impacts on the Mode 9 arrival.

Ms Patrinos thanked Mr Shepherd for the presentation and noted that the presentation was helpful and helped to clarify the impact that WSI may have on Sydney Airport flight paths.

Mr Hayes stated he was interested in knowing more information about the crossover of flight paths between KSA and WSI on departure. Mr Hayes then stated that during the early stages of WSI flight path design, 'the IMC was assured that there wouldn't be any changes to KSA flightpaths' and asked if that was still the case. Mr Hayes also asked whether the associated changes to KSA flight paths will have any noise implications for Sydney residents. He also stated that it had long been a concern to SACF over performance-based navigation technology (PBN), in particular, Required Navigational Performance (RNP), and the use of waypoints resulting in concentration of aircraft within a smaller window of airspace. Mr Hayes asked how will concentration of noise over residential areas be avoided in the implementation of PBN in WSI airspace.

Mr Shepherd responded that some departures out of KSA and some arrivals into KSA will cross over WSI flight paths. Departures from WSI will climb faster than when arrivals descend, and that they had 'worked hard to minimize overflight over residential areas' and moved to put flights over non-residential areas where possible.



In regard to KSA flight path changes and noise implication on Sydney residents, Mr Shepherd stated that the environmental assessment for that is occurring at the moment but the changes within the proximity of KSA and the city are minor.

Mr Shepherd responded to the PBN technology question stating they are implementing some required navigation performance approaches which are very specific locations where a better environmental footprint can be achieved. The rest of the designs are done to an RP1 standard which are a series of waypoints that tracks the aircraft. There will be variation in aircraft position within the scope of the RP1 standard.

AGENDA ITEM 8 Other Business

Mr Hill raised the dispensations granted during COVID for freight flights coming into and out of Sydney using larger jet aircraft. He stated this was scheduled to finish in September last year but was extended till March and has since been extended again. He requested an update from the Department as to why this is continuing.

Mr McClure responded that the dispensations have continued for a number of reasons:

- there is a critical amount of overnight freight that is transported by Toll, FedEx, TNT, Qantas, etc.;
- the noise profiles for larger freight aircraft (Boeing 737 and Airbus A320) were similar to the noise profiles for Bae-146 aircraft that traditionally undertook freight flights;
- there has been no increase in concerns raised with the Department around noise when those freight flights are occurring;
- there will be changes to the freight arrangements in Sydney when WSI opens;
- most flights are still on Bae-146 aircraft;
- maintenance work is occurring on the main north-south runway, which means different flightpaths are being used compared with what would normally occur. The noise concerns raised earlier by Mr Hill relate more to these works than changes in aircraft type.

Mr McClure concluded that it is likely the dispensations for freight will continue, as there is an interim period to manage before the opening of the WSI.

Mr Plummer added to the conversation by reinforcing that the maintenance works are essential and result in differing flight paths which may impact residential areas, such as Kurnell more. He also stated that Boeing 737s and Airbus 320s are in many instances quieter than Bae-146 aircraft.

Alexi Cassis, nominee for the Hon Matt Thistlethwaite MP, asked for advice on the current status of the response to the Harris Review and whether there would be changes to the hourly cap for movements at KSA.

Mr McClure responded that there are options around some of the recommendations in the Harris Review, which are being considered by Government. There are no suggestions there will be any changes to the hourly cap for movements at KSA.

AGENDA ITEM 9 Date of Next Meeting

Ms Sitou nominated the first week of August 2023 for the next meeting, with specific details to be distributed closer to that date.

Ms Sitou closed the meeting at 6.05 pm.



MEMBERS

Name	Representing
Sally Sitou MP	Chair, Federal Member for Reid
Bob Hayes	Community Representative for the North
Kevin Hill	Community Representative for the South
Maria Patrinos	Community Representative for the West
Will Spencer	Nominees representing the Federal Member for Bradfield
Matt Thistlethwaite (MP)	Member for Kingsford Smith
Alexi Cassis	Nominee representing the Federal Member for Kingsford-Smith
Belinda Brannock	Nominee representing the Federal Member for Cook
Toni O'Loughlin	Nominee representing the Federal Member for Sydney
Dr Christina Curry	Mayor of Bayside Council
Kendall Banfield	Nominee for Mayor Darcy Byrne (Inner West Council)
Stephen Pearse	Executive Director of BARA
Ted Plummer Ken Allcott Karen Halbert	Nominees representing Sydney Airport

Department of Infrastructure, Transport, Regional Development and Communications

Phil McClure Assistant Secretary Airports Branch	David Jansen Assistant Secretary Assistant Secretary Western Sydney International Airport Regulatory Policy Branch
Paul Argent Director, South-West Airports and Noise Section	Danny Namgyal Director Western Sydney International Airport Regulatory Policy Branch
Lulu Ou Director Western Sydney International Airport Regulatory Policy Branch	David McMahan Assistant Director, South-West Airports and Noise Section
Michael Robbie Team member, South-West Airports and Noise Section	Joshua Haze-Moran Team member Western Sydney International Airport Regulatory Policy Branch
Rafae Jafri Team member, South-West Airport and Noise Section	Kate Gray Team member, South West Airports and Noise Section

Observers and Guest Presenters

Name	Representing	Capacity
Matt Shepherd	To70 Aviation	Presenter
Ben Hargreaves	Rehbein Airport Consulting	Observer
Russell McArthur	Airservices Australia	Presenter
Glen Lang	Airservices Australia	Observer
JP Lamilla	Airservices Australia	Observer
Daniel Jackson	Airservices Australia	Observer

Airservices Presentation to SACF

2 May 2023

Airservices Presentation to SACF: May 2023

Introduction

- Who we are and what we do?
- Sydney Airport Service Variations
- Status of Air Traffic Control (ATC) and Aviation Rescue Fire Fighting (ARFF) Enterprise Agreements (EA)
- Noise Complaints: La Perouse
- Sydney Airport Traffic Levels



Airservices Presentation to SACF: May 2023

Who we are and what we do?



KEEPING OUR SKIES SAFE

Supporting aviation

We provide a range of world-class services that allow safe and equitable access to our skies. Our primary focus is ensuring the safety of air travel - both in the air and on the ground - and providing service outcomes that are matched to the needs of our airline customers.

Airservices manages 11 per cent of the world's airspace. Our area of operations covers the Australian Flight Information Region (FIR) which includes the nation's sovereign airspace and international airspace over the surrounding oceans including the FIR's of the Solomon Islands and Nauru.



SAVING LIVES

Australia's Aviation Rescue Fire Fighting Service

We provide aviation rescue fire fighting services at 27 of Australia's busiest airports, operating a fleet of more than 100 of the largest fire fighting vehicles in the country. We are always on stand-by to rescue people and property from an aircraft crash or fire and other fires and emergencies at airports.

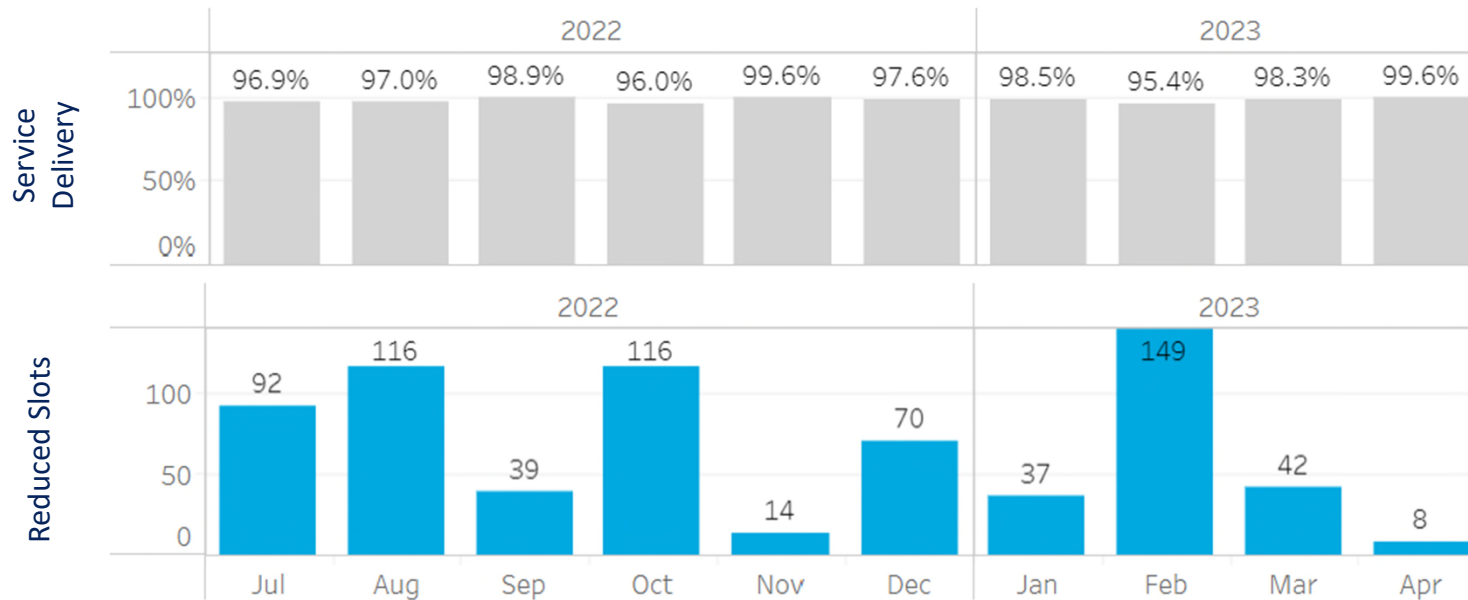


Airservices Presentation to SACF: May 2023

Sydney Airport Service Variations

Until 25 Apr 2023 (inclusive)

Sydney Airport



Percentage of time when maximum weather-permitted capacity was delivered (top)

Number of slots removed as result of service variations (bottom)

Daily Network Performance reports can be found at [Newsroom - Airservices \(airservicesaustralia.com\)](https://www.airservicesaustralia.com/newsroom)



Airservices Presentation to SACF: May 2023

Status of ATC and ARFF EAs

ATC EA

- The ATC EA 2020-2023 expired on 20 April 2023.
- In-line with the Government's Public Sector Interim Arrangements, from 21 April 2023, a one-off annual remuneration and allowance increase of 3 per cent has been made. This is provided for by an administrative decision, signed by the Airservices Chief Executive Officer (CEO), under the *Air Services Australia Act 1995*, which authorises the increase to remuneration and allowances.
- Civil Air supported the approach.

ARFF EA

- The ARFF EA 2022-2023 has a nominal expiry date of 21 February 2024.
- The United Firefighters Union of Australia (UFUA) filed a Statutory Declaration supporting the approval of the ARFF EA 2022-2023.

Airservices Presentation to SACF: May 2023

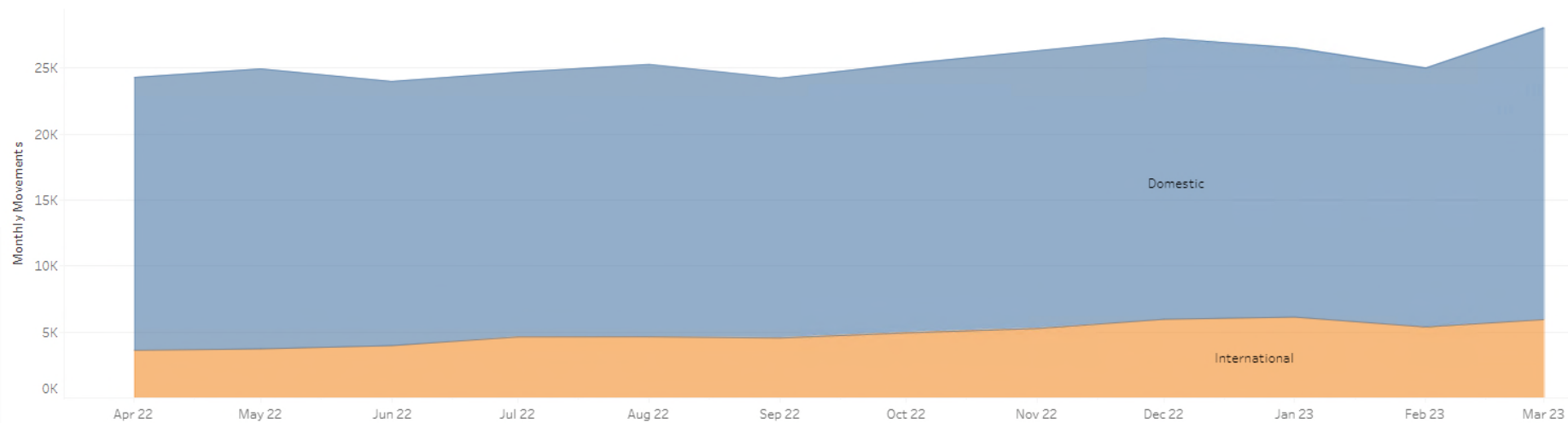
Noise Complaints: La Perouse

- A question was raised from a resident in La Perouse which has been sent to SACF, the Noise Complaints and Information Service in Airservices and through Senator Bridget McKenzie at Senate Estimates on flight paths from runway 16L.
- The Long Term Operating Plan (LTOP) depicts Runway Modes of Operation for Sydney Kingsford Smith Airport's three runways. The flight corridors depicted are a corridor which can be a number of kilometres wide.
- Aircraft may fly differently within these corridors for a range of reasons, including aircraft performance (including type, speed and weight) and navigation systems. Aircraft may deviate from flight paths within the corridor for a range of reasons, including weather and operational requirements, at the approval of Air Traffic Control.
- Designated flight corridors under the LTOP can only be amended after being tested with the public through SACF before being implemented. There are no changes that have been implemented without being agreed through the SACF.
- There have been two changes made to the Standard Instrument Departure (SID) for Runway 16L KEVIN SIX since the LTOP was formulated.
- The draft procedure was included in Appendix 6 of LTOP, to implement the procedure required confirmation of climb gradients, turn heights and radial intercepts.
- In December 1997 the final design included a turn at 500ft and a radial intercept of 126 degrees, the design was changed to 500ft from 600ft after a request from SACF on 29 August 1997 to reduce the likelihood of overflight over Kurnell.
- In 1998 after consultation with SACF the SID was changed to use a radial intercept of 128 degrees when the ground based radar was moved from west of runway 16L/34R to east of the runway. The radial intercept then allowed the track to pass through the same point through the heads.
- There have been no changes to the radial intercept since 1998 and no changes to turn altitudes or take-off gradients since 1997.

Airservices Presentation to SACF: May 2023

Sydney Airport Traffic Levels

- Sydney has seen:
 - 1.86 million international passengers in March 2023, representing an 82.3% recovery on March 2019 figures.
 - 2.08 million domestic passengers in March 2023, representing an 89.2% recovery on March 2019 numbers.
 - In total, 3.17 million international and domestic travellers passed through SYD in March 2023, representing an 86.7% rise on the same period four years ago and the strongest post-COVID performance so far.
- Sydney welcomed its 50th airline with the arrival of Vietjet Air from Ho Chi Minh City on 13 April 2023.
- Traffic level of 28,020 movements in March 2023 month (22% international), representing a 94% recovery on March 2019 figures.



Questions?

This presentation will be available to SACF members at the end of this meeting.

Sydney Airport Community Forum

- 2 May 2023

sydneyairport.com.au

SYD

SYD traffic performance update

- A total of 3,166,000 passengers passed through Sydney Airport in March 2023, representing an 86.7% recovery compared to pre-COVID March 2019. This is the strongest post-COVID performance to date.
- For the first time since the start of the pandemic, international passenger traffic has surpassed the 80% recovery mark, with 1,086,000 passengers passing through T1 International in March 2023. This represents an 82.3% recovery on March 2019 passenger traffic.
- Domestic passenger traffic was 89.2% recovered compared to March 2019, with 2,080,000 travellers through the terminals.
- U.S travellers ranked second in the list of top 10 nationalities of passengers coming through Sydney Airport, however, the overall number was still significantly lower than pre-COVID March 2019.
- The number of visitors from the U.K. is growing with the recovery rate in March hitting 87.4%, its highest point since the international border reopened in February last year.
- There was a sharp rise in the number of Chinese nationals coming to Australia, with the March number representing a 39.6% recovery compared to pre-COVID March 2019, this is up from a 24.7% recovery rate in February.
- With China now open for business, and the European and North American summer almost here, we anticipate our international traffic will continue to pick-up in the coming months.

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New airlines flying to Sydney Airport

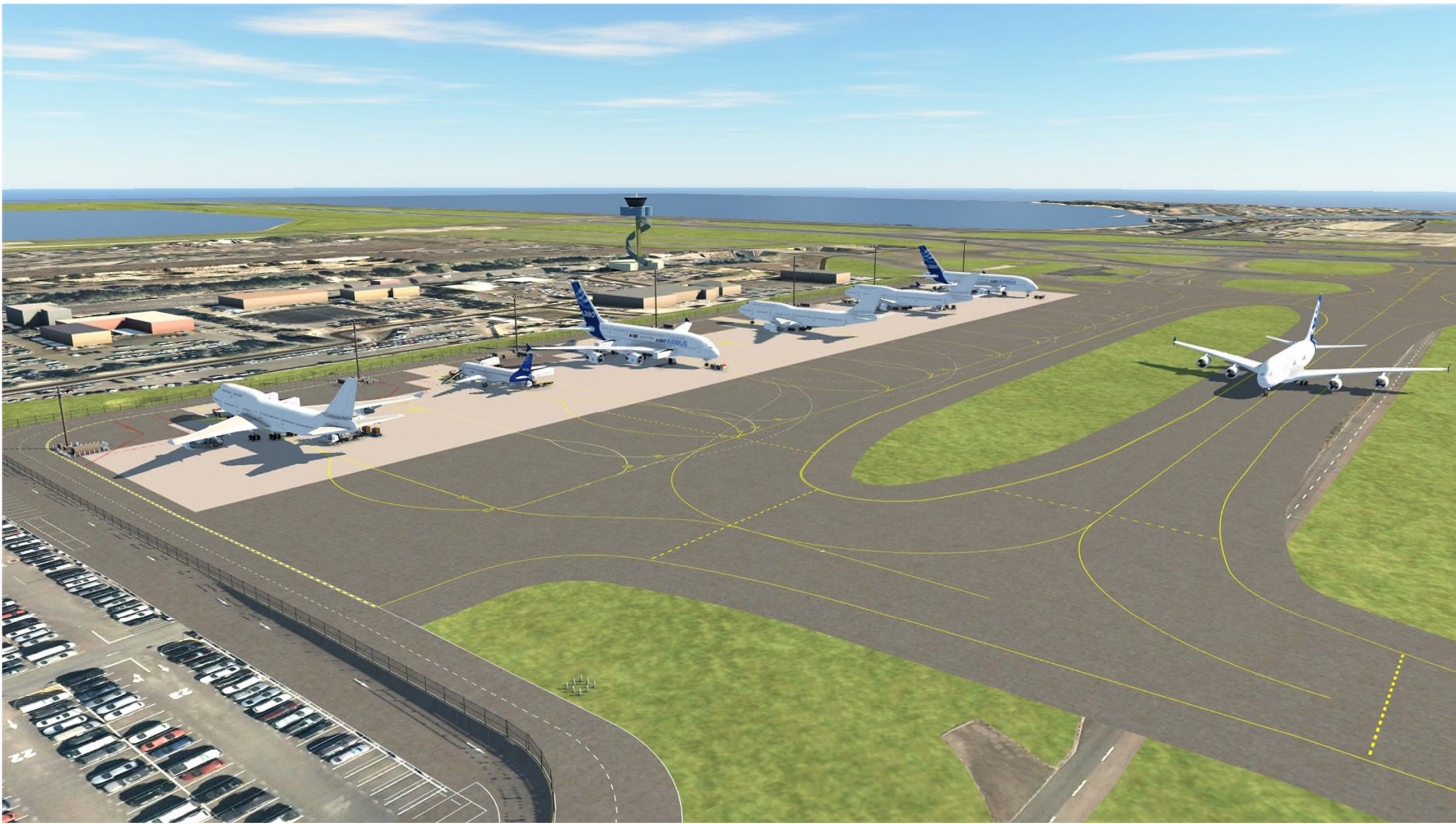
- On 13 April, Sydney Airport welcomed its 50th airline with the arrival of Vietjet's inaugural service from Ho Chi Minh City.
- This is the highest number of airlines flying regular scheduled passenger services the airport has ever seen in its 103-year history.
- This adds to the 5 other new airlines that are now flying to Sydney over the last 12 months, being Batik Air Indonesia; Bamboo Airways; SriLankan Airlines; Thai AirAsia X; and T'way Air.
- Attracting airline networks to rebuild capacity to Sydney is key to supporting the recovery of international tourism, business travel, student travel, the broader NSW economy and, in particular, local airport jobs.
- Prior to COVID, 33,000 people worked at Sydney Airport, half of whom live in the federal electorates represented on SACF. More than half those jobs were lost during COVID.
- While we're not back to those numbers yet, the signs are that we will not only reach them again but exceed them as passenger numbers continue to grow over time.



Upcoming projects – South-east sector

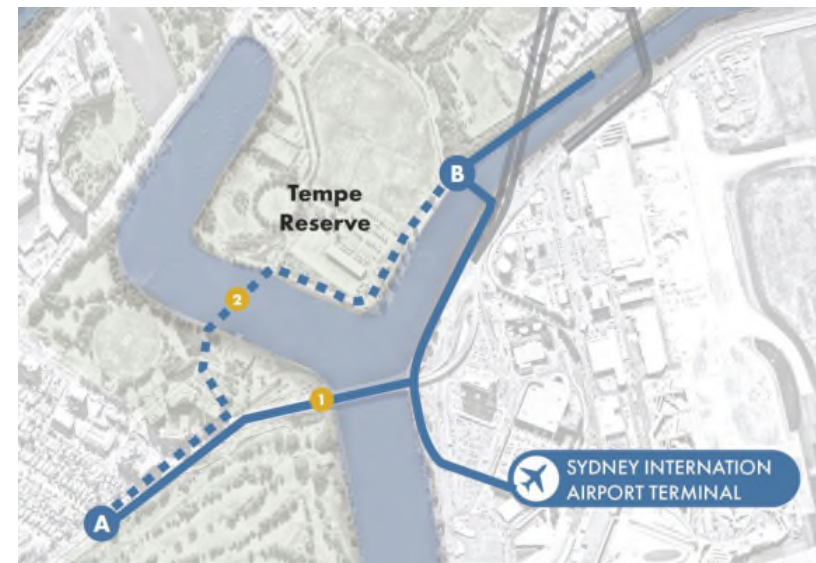
- Provides new Code E (A380/B777) and Code F (A380) bays to meet forecast demand in 2029. Construction had started in 2020 but was put on hold due to COVID. Construction recommenced on 28 March and will take around 2 years to complete.
- Works to upgrade taxiways adjacent to the east-west and north-south runways will also be undertaken and will improve access to International and Domestic Precincts.
- Due to the proximity of the work sites to the east-west runway, for worker and aviation safety reasons, there will be periods when use of that runway will be unavoidably restricted. This in turn means some or all noise sharing modes will be unavailable.
- There will also be periods of time when, during curfew, the limited number of freight aircraft able to operate will need to depart from the parallel north-south runway to the south. Arrivals will still occur on the main north-south runway.
- More information will be provided to SACF out-of-session as it becomes available.
- **Other projects in the pipeline**
- Activation of the South-west sector for arriving and departing flights.
- T1 Pier B South – more gates to be made A380 capable.





Ground transport update

- **Sydney Gateway (NSW Government project)**
- Sydney Gateway will provide a new, toll-free connection from St Peters Interchange to improve journey times to Sydney Airport's International (T1) and Domestic (T2/T3) terminal precincts, the M5 and Eastern Distributor.
- Construction began in early 2021 and is expected to open in December 2024. The new road will be located partly on airport land.
- When completed, drivers will be able to bypass 26 sets of traffic lights between Parramatta and Sydney Airport, saving up to 40 mins in the morning peak.
- One of the Commonwealth's conditions of approval for the new road was that an active transport strategy be prepared to integrate and enhance accessibility opportunities in the vicinity of Sydney Airport. This was released in November 2022.
- As well as active transport infrastructure directly related to the new road, the strategy looks at broader region-wide initiatives, including better connectivity with the external active transport network (e.g. new Cooks River crossing).



Other matters

- Sydney Airport Master Plan
- The Minister has approved an 18-month extension to the life of Sydney Airport's existing *Master Plan 2039*.
- In part, this was because Sydney Airport needs to know with certainty the final flight paths for WSI and whether or not SYD's flight paths will be affected.
- Cooks Cove planning proposal
- On 21 April, the Cooks Cove Planning Proposal was released by the NSW Government for comment until 6 June 2023.
- The 36.2-hectare Cooks Cove Precinct (currently occupied by the Kogarah Golf Course) is located across the Cooks River from Sydney Airport.
- The proposal will protect important airport employment lands from inappropriate conversion to residential uses and facilitate future trade, freight and logistics-related development (estimated 3,300 new jobs).
- An integrated vision for the future adjacent council-owned Pemulwuy Park is to be delivered by Bayside Council.



Thank you.

SYD

- Corporate Affairs

- events@sydneyairport.com.au



Australian Government

Department of Infrastructure, Transport,
Regional Development and Communications

Western Sydney International Airport Preliminary Airspace and Flight Path Design

Journey through the flight path design process

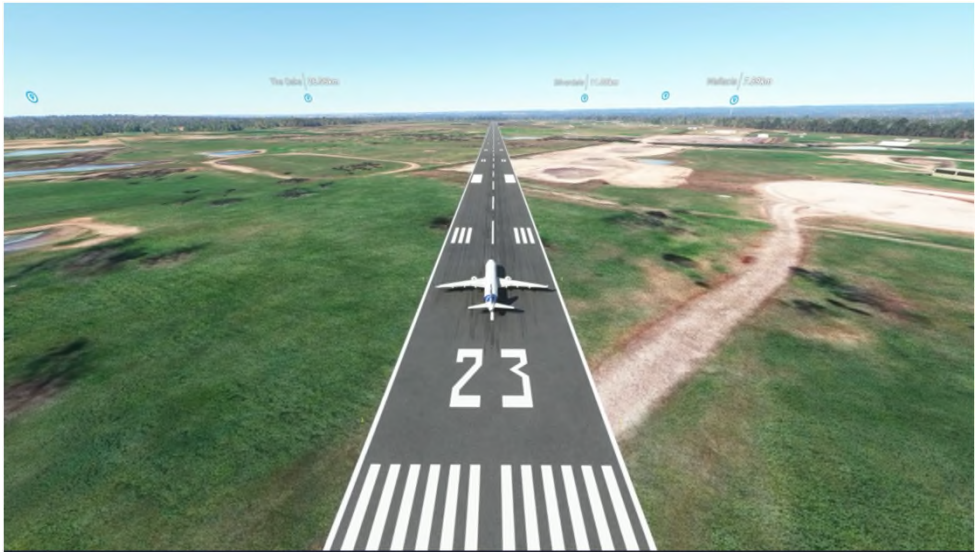
SACF

2 May 2023



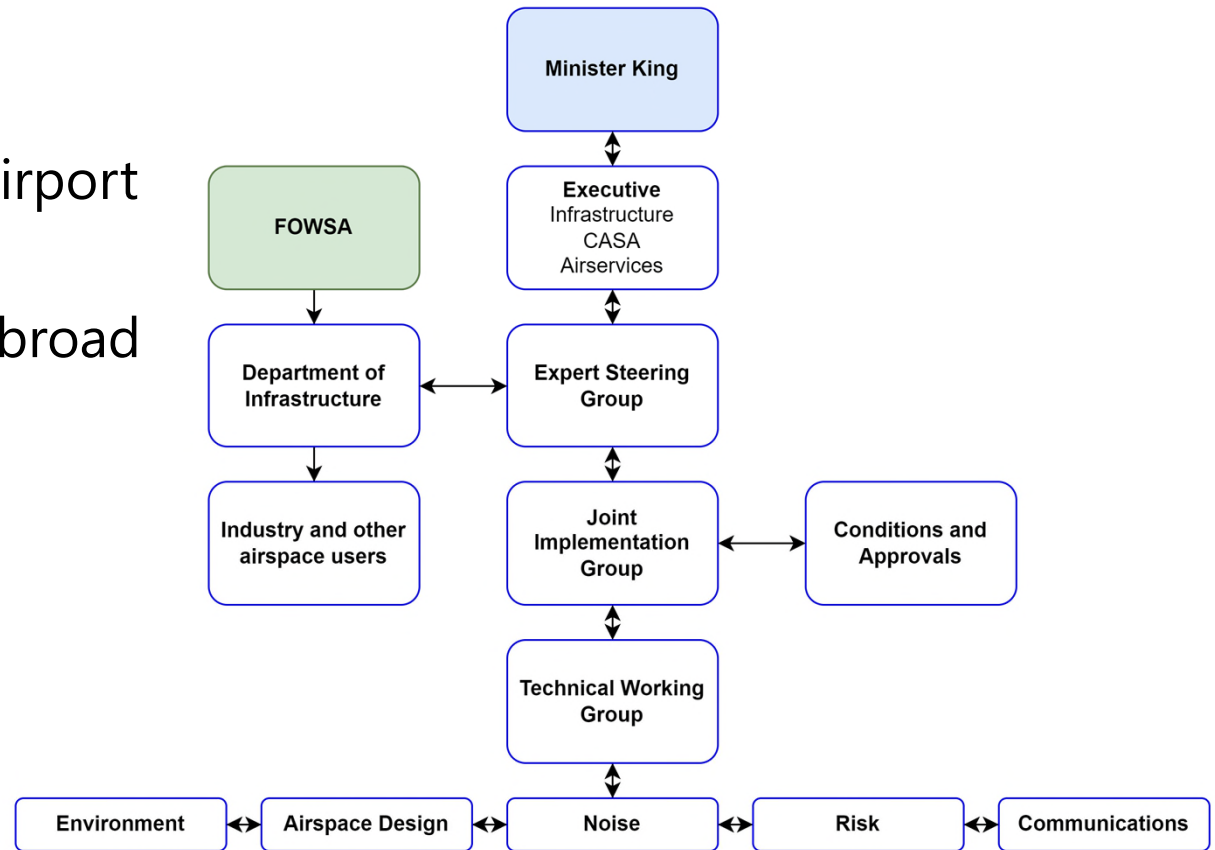
Contents

- High-Level Project Plan
- Airspace and Flight Design Process
- Airspace and Flight Path Design Decisions
- ATC Procedures
- Technical Advice

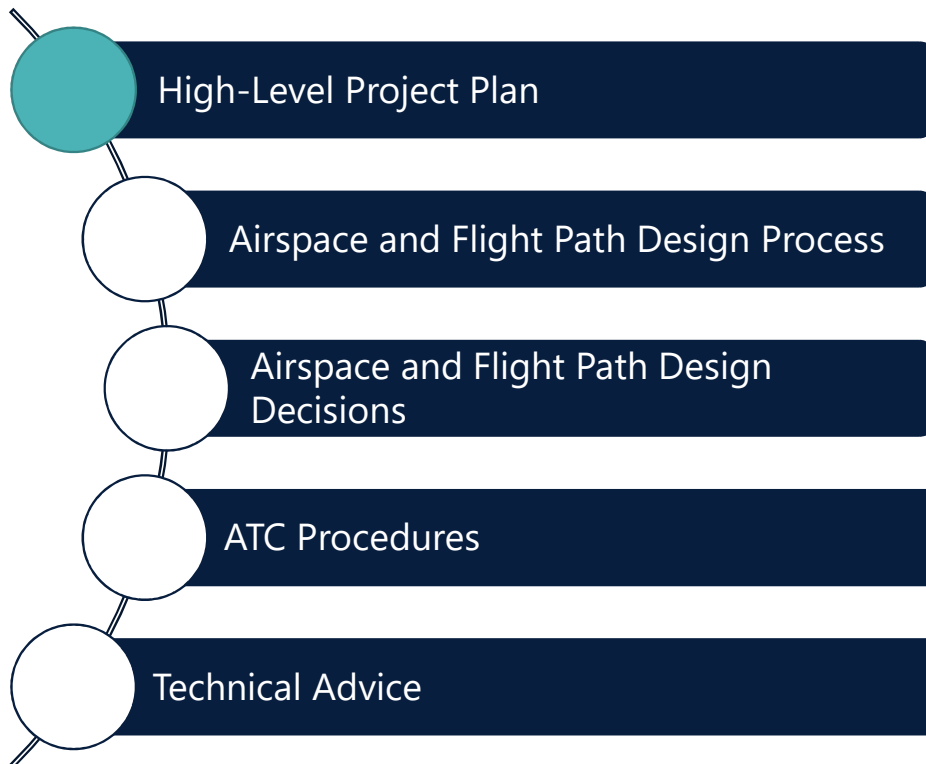


Governance Structure

- Key elements defined in the Airport Plan
- Core working groups contain broad membership



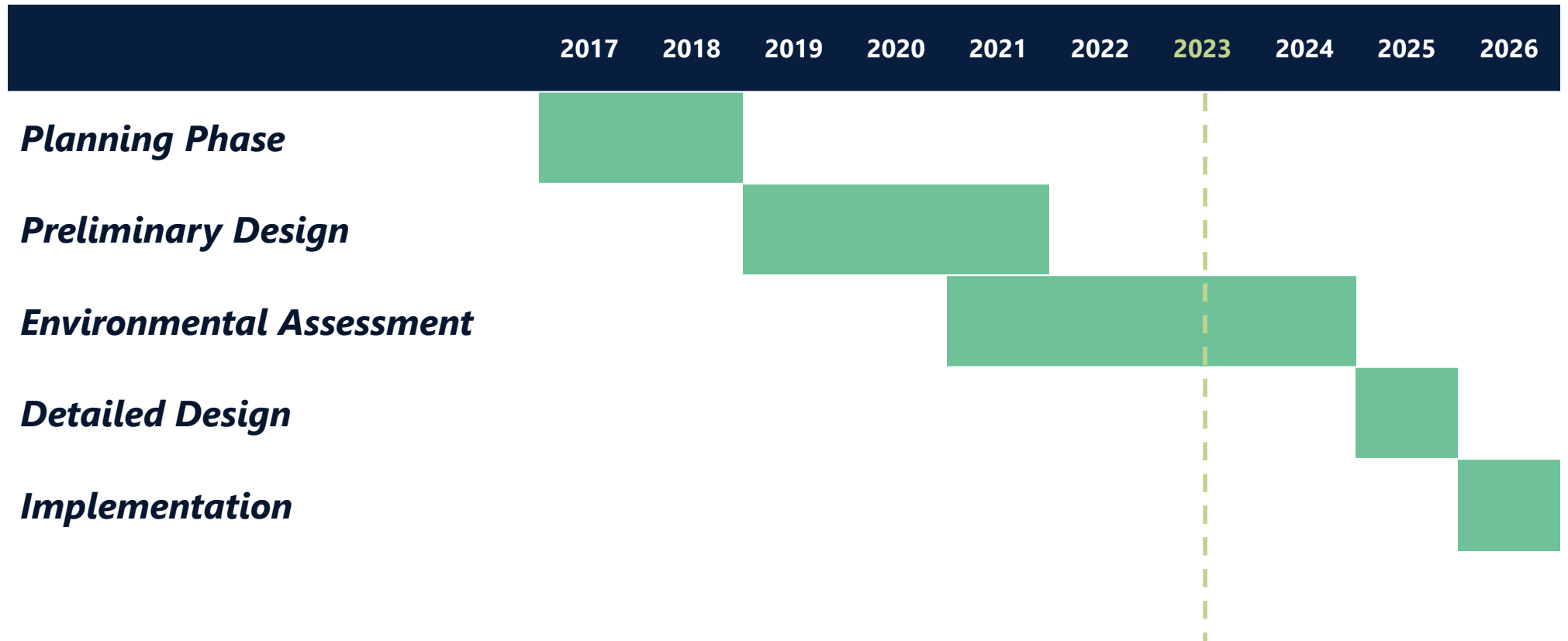
High-level Project Plan



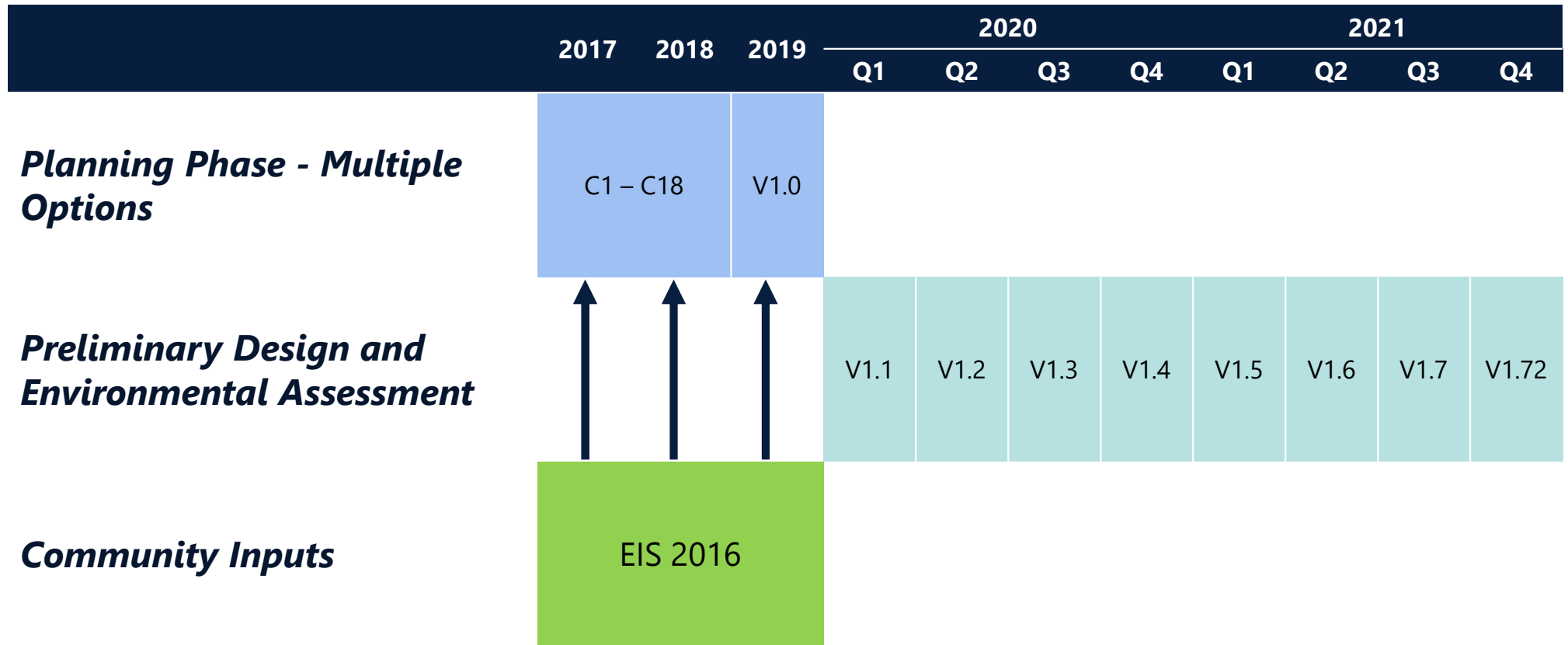
The Project Plan encompasses

- Planning Phase
- Preliminary Design and Environmental Assessment phases
- Detailed Design Phase
- Describes governance, processes and outcomes of the design project
- Outlines steps to be followed for each phase

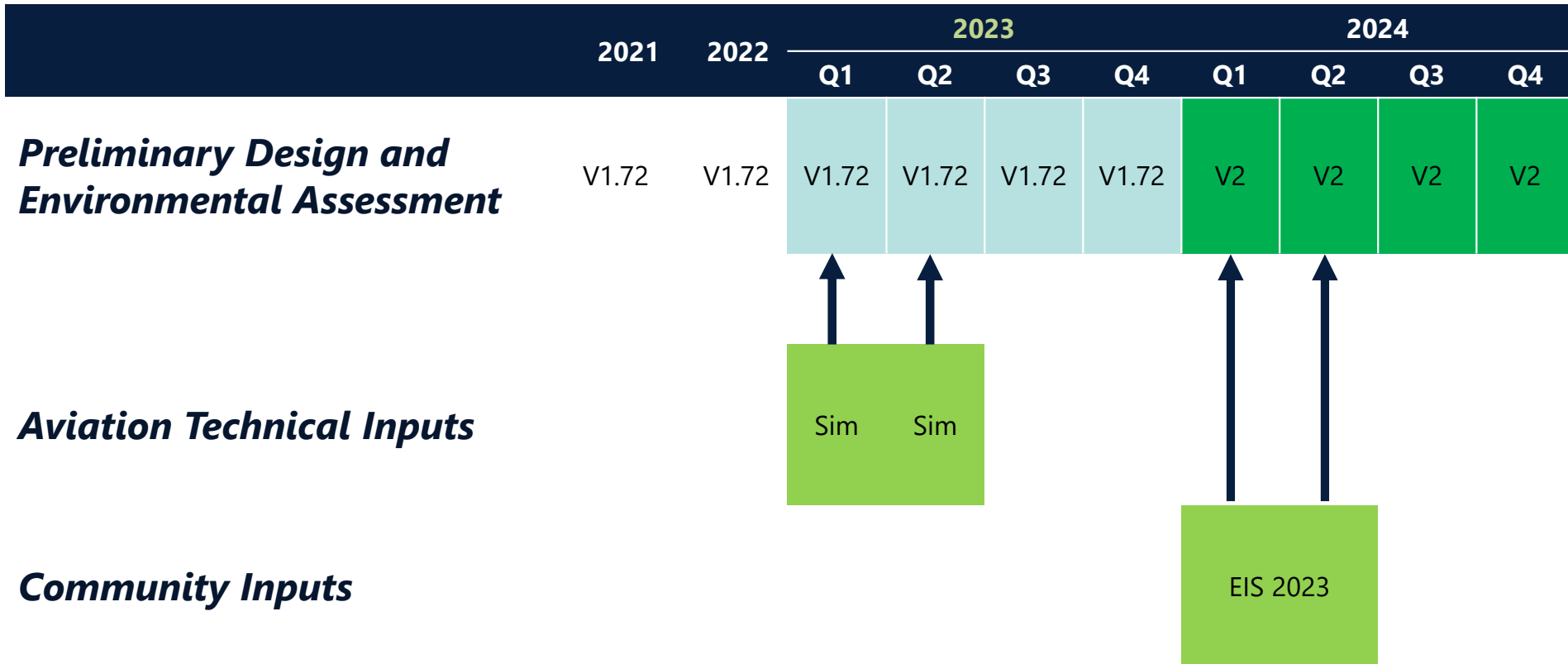
Project Timeframes



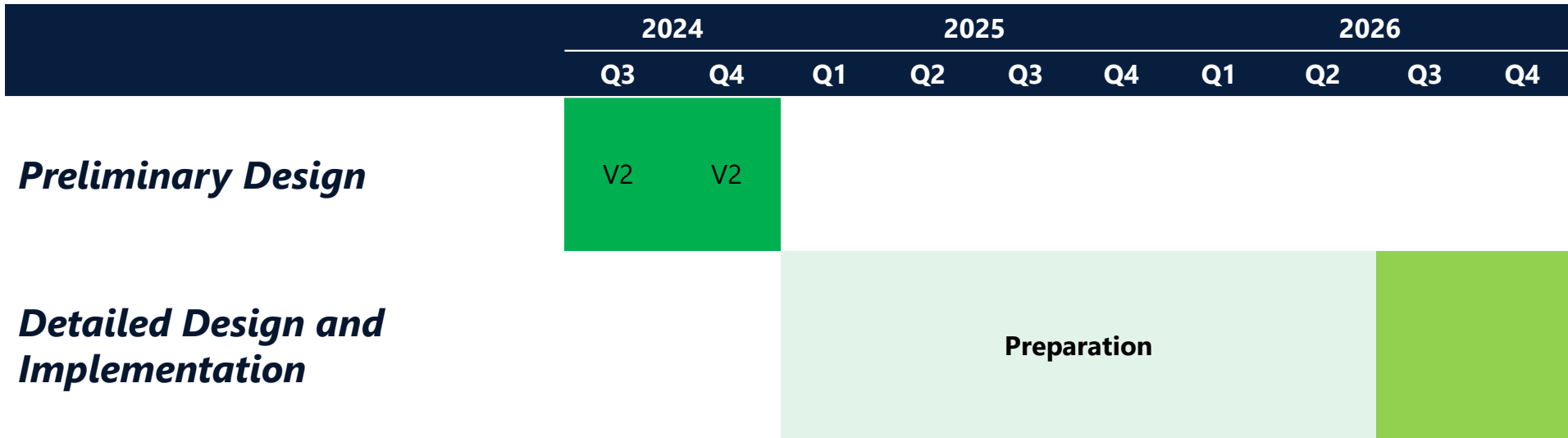
Project Timeframes – Planning Phase



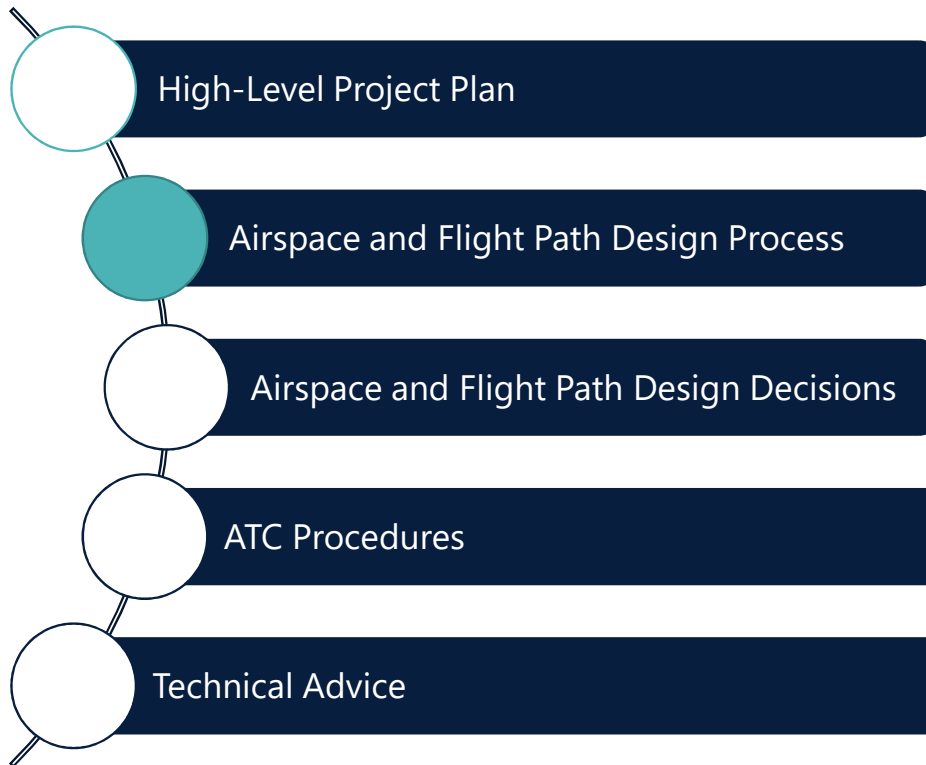
Project Timeframes – Preliminary Design and Environmental Phase



Project Timeframes – Detailed Design Phase



Airspace and Flight Path Design Process



- Set out the work undertaken in the Planning Phase
- Set out the process that was followed to develop the Preliminary Airspace and Flight Path Design

Basis for all design activities



Safety is non-negotiable.



Aircraft arrivals will not converge through a single merge point over any one residential area.



Overflights of residential areas and noise sensitive facilities will be avoided to the maximum extent possible.



Where flight paths are unable to avoid residential areas:

- Where possible, these areas should not be overflowed by both arriving and departing aircraft.
- Noise abatement procedures should be optimised to ensure that residents are impacted as little as possible.



Airspace design will consider the impacts of air operations on natural and visually sensitive areas.



The community, aerodrome operators and airspace users will be consulted in determining the final flight paths.



Changes to the current noise sharing arrangements at Sydney (Kingsford Smith) Airport will be avoided.



Procedures will be developed to minimise the impact of night-time aircraft operations on the community while not constraining airport operations.



Noise mitigation measures will be developed.



Current airspace restrictions, such as those associated with military establishments, will be reviewed to improve efficiency and environmental impacts.



Ensure land use planning continues to prevent noise sensitive development in the highest noise exposure areas.

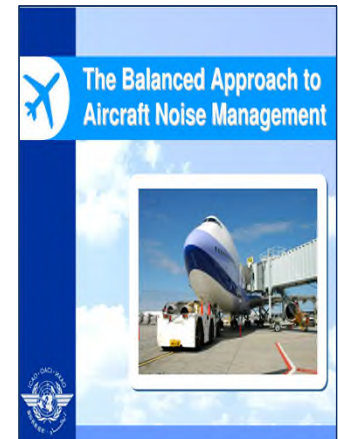
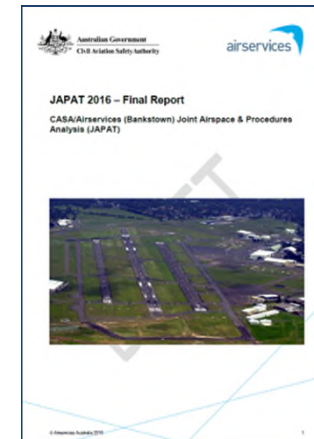
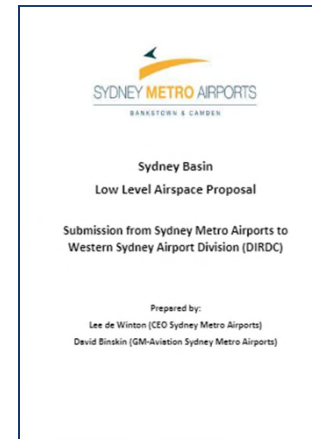


Arrivals will use a continuous descent approach where possible to reduce noise and greenhouse emissions.

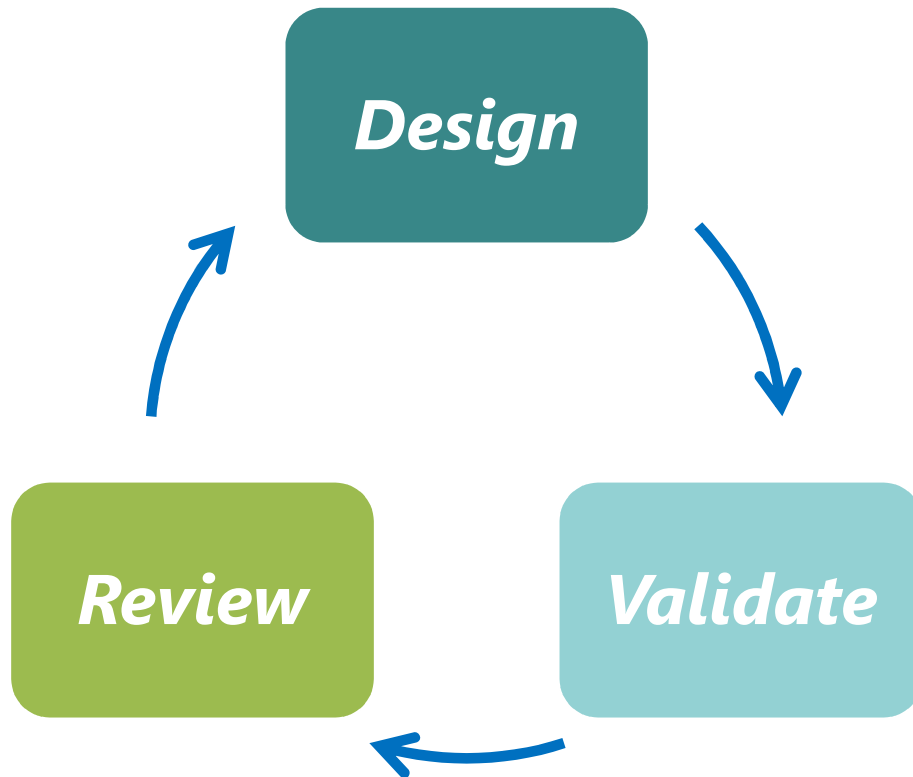


Planning Phase: Stakeholder consultation

- In mid-2018 the Department commenced gathering stakeholder requirements:
 - Input from airlines, industry bodies, airspace managers
 - Guidance and environmental input from WSIA Airport Plan and 2015 EIA
- Based on the data gathered, the Department generated:
 - Functional Requirements
 - Performance criteria



Planning Phase



- Multiple concept designs developed through Evaluation Workshop
- Key Performance Areas
 - Safety
 - Capacity
 - Efficiency
 - Environment

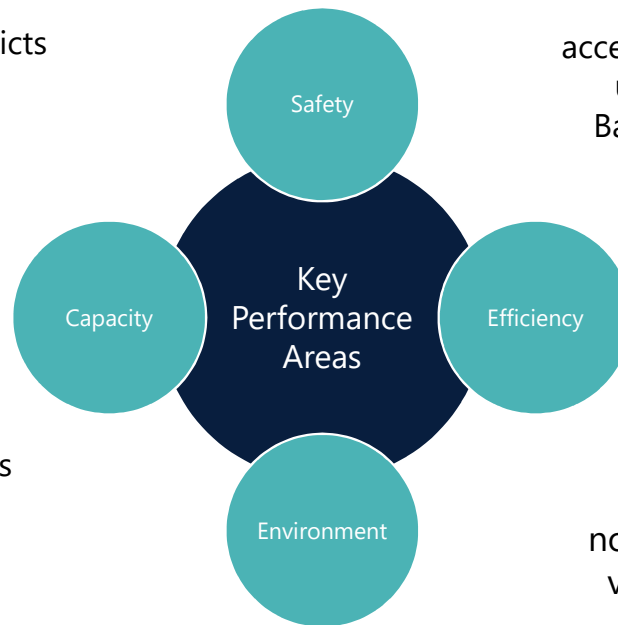
Performance Assessment Process

Safety

Measured by minimising the flight path conflicts between WSIA and existing KSA tracks. In the Preliminary Design Phase this was measured through the application of Airservices safety processes.

Capacity

The capacity of WSIA and KSA operations was assessed by measuring the amount of delay experienced by aircraft and the expected throughput of each airport.



Efficiency

The efficiency of aircraft operations for flights accessing WSIA and the effects of those operations upon other aircraft operating within the Sydney Basin was assessed by measuring track miles and fuel burn.

Environment

Assessed by measuring the numbers of people affected by aircraft overflight noise using relevant noise exposure measures, visual impacts and overflight of sensitive and recreational areas

Planning Phase



Concept	Safety	Capacity	Efficiency	Environment
Hv	12	90	81	70
Fv	13	85	67	87
Jv	13	87	73	92
Cv	15	88	71	88
Dv	16	88	70	88
A	25	99	99	62
B	25	99	93	62
Av	26	99	99	62
Bv	27	99	93	62
H	31	90	81	70
C	33	88	71	88
D	33	88	70	88
F	51	85	67	87
J	56	87	73	92
Y	77	98	84	77
R	80	90	92	61
S	87	89	90	100
Q	100	99	69	88

Concept Hv
+
Concept Fv



Concept W

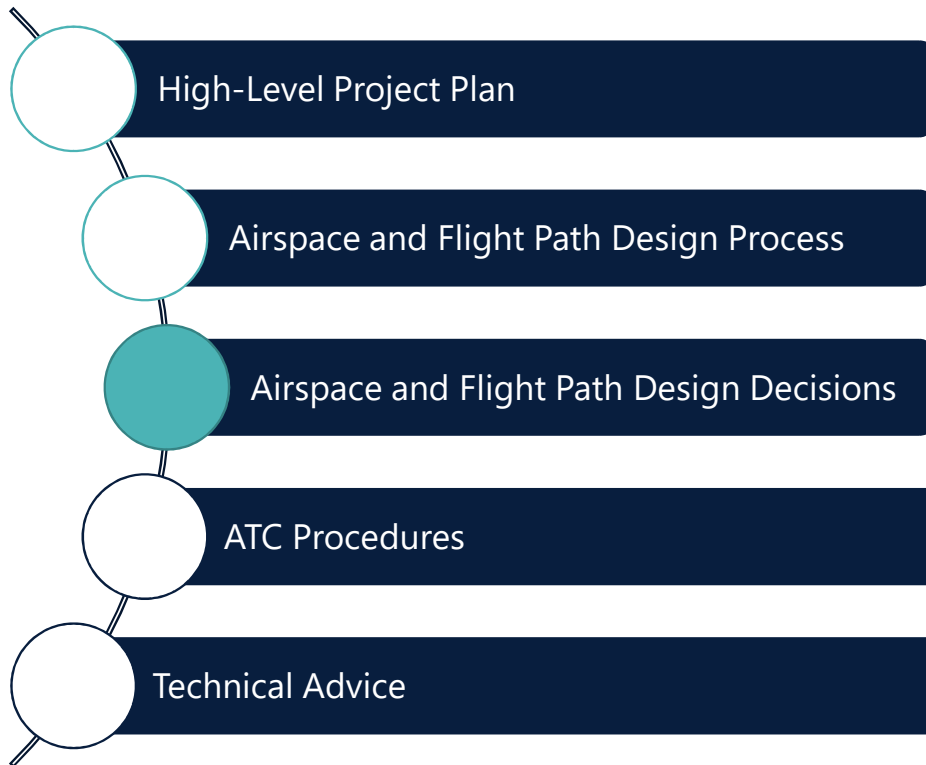
* Lower scores indicate better performance



Planning Phase: Iterative Design Process

		W0.1	W0.2	W0.3	PRELIMINARY DESIGN PHASE
SAFETY	HIGH ATC workload interactions	36	30	4	
	MEDIUM ATC workload interactions	15	46	3	
	LOW ATC workload interactions	146	212	117	
CAPACITY	Average AIRBORNE DELAY	2.81 min	2.81 min	2.77 min	
	P75% AIRBORNE DELAY	4.09 min	4.09 min	3.94 min	
	Maximum sustainable CAPACITY	46 / hour	46 / hour	46 / hour	
EFFICIENCY	P75% arrival track miles from 50NM	78.6 NM	78.6 NM	77.2 NM	
	P75% departure track miles to 50NM	81.7 NM	81.3 NM	81.5 NM	
	P75% arriving aircraft in level flight below FL100	9.43 NM	6.23 NM	6.67 NM	
	P75% departing aircraft in level flight below FL100	3.53 NM	3.53 NM	3.44 NM	
	P75% arrival track fuel burn from 50NM	0.431 T	0.431 T	0.431 T	
	P75% departure track fuel burn to 50NM	2.54 T	2.53 T	2.53 T	
Environment	All Criteria	No increase	No increase	No increase	

Document Decision Process



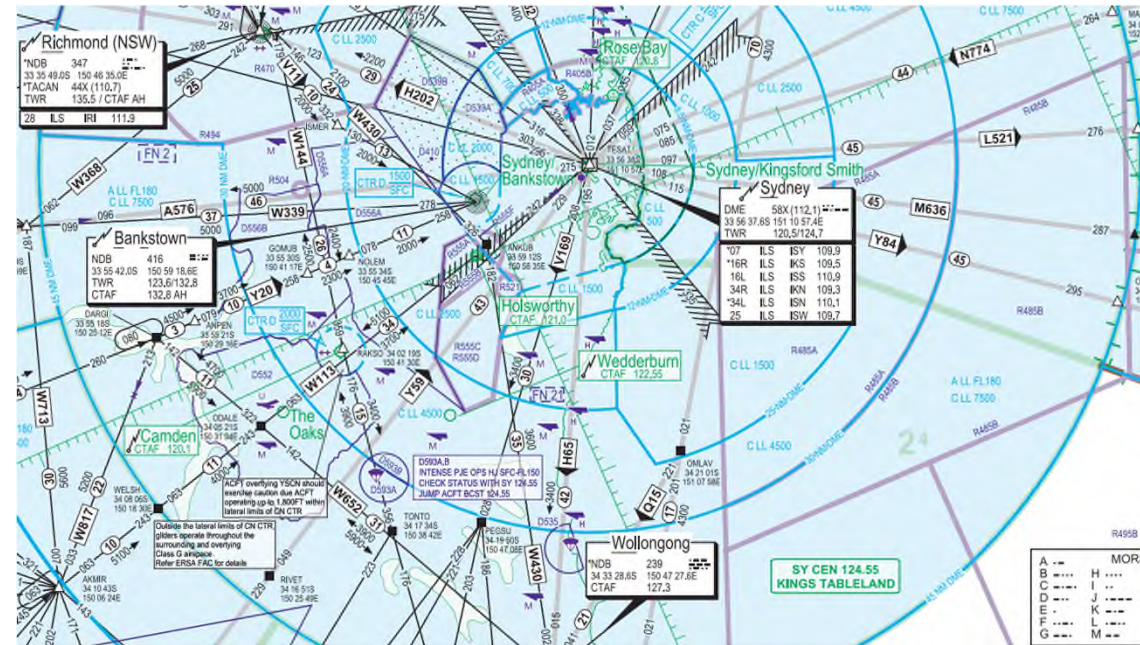
Process involved introduction of more complexity for the design:

- Include other airports and other design constraints
- Establish detailed description of all flight path and airspace design decisions
- Maintain a full Flight Path iteration description

Flight Path Containment

Controlled Airspace

- Design containment areas to segregate WSI aircraft from existing operations
- This is ongoing work and will not be finalised until the end of the Detailed Design Phase





Military Volume Changes – Richmond and Orchard Hills

Concept designs considered for WSIA have considered the close proximity to:

- R502 (DEOH – Orchard Hills)
- R469/470 (Richmond Airbase)

Infrastructure has worked with Defence to:

- Initiate a lateral change to R502
- Obtain access through R469/470

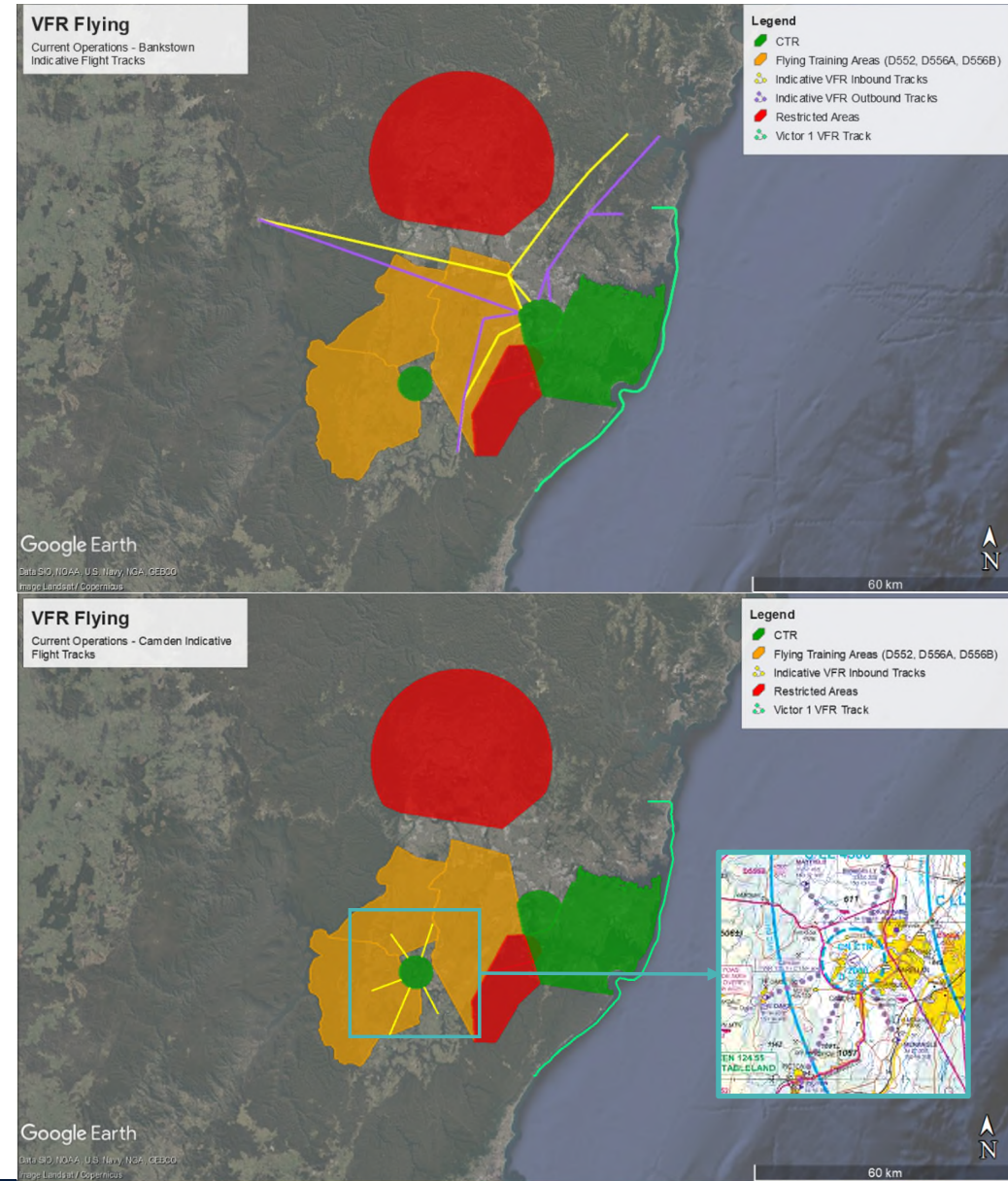




Equity of Access

Important requirement in the WSI Airport plan:

Minimise impact to surrounding aerodromes and Flying Training Areas

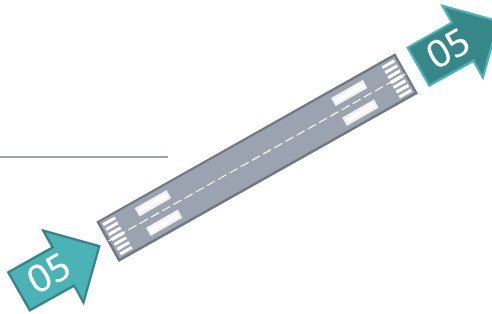




WSIA Mode Selection

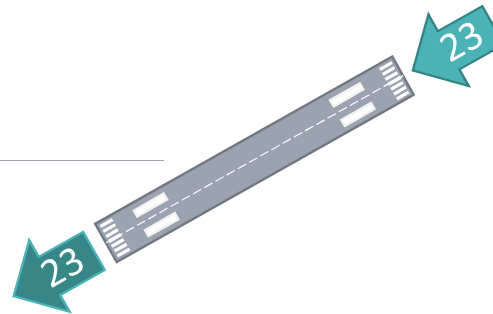
Runway 05 Day

Runway 05 Night

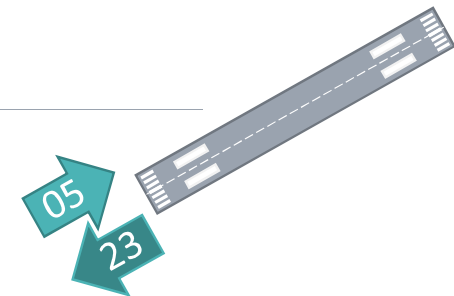


Runway 23 Day

Runway 23 Night

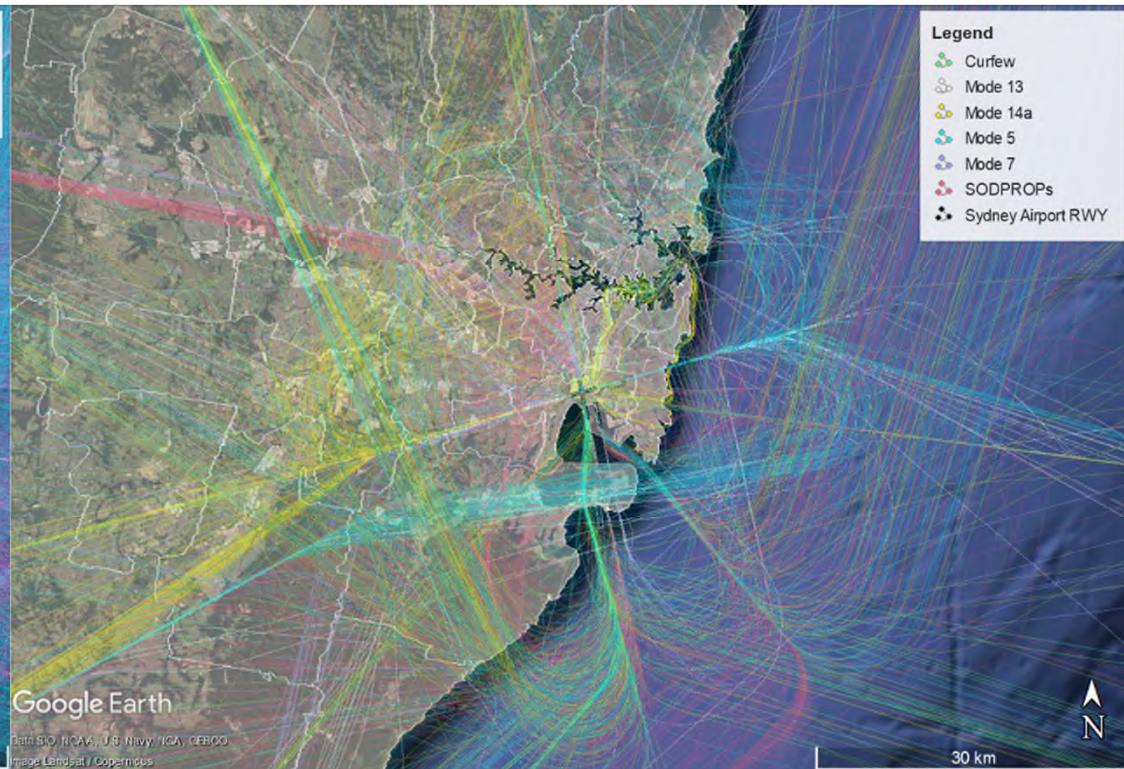
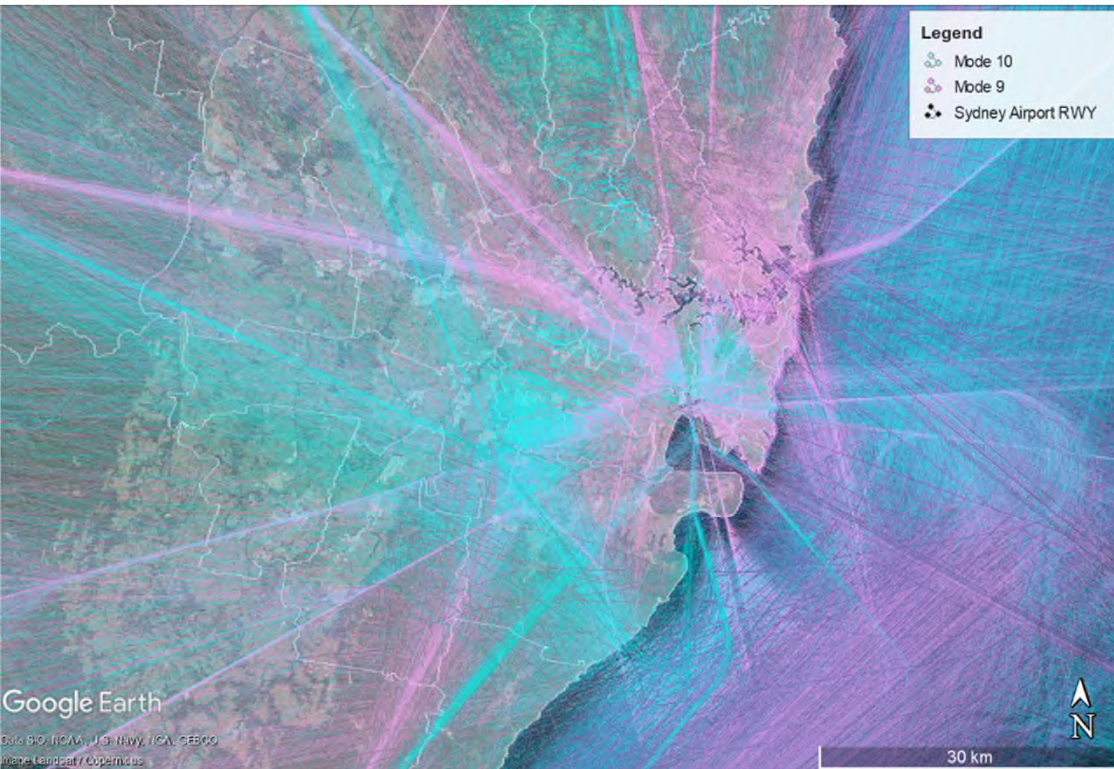


RRO Night





KSA

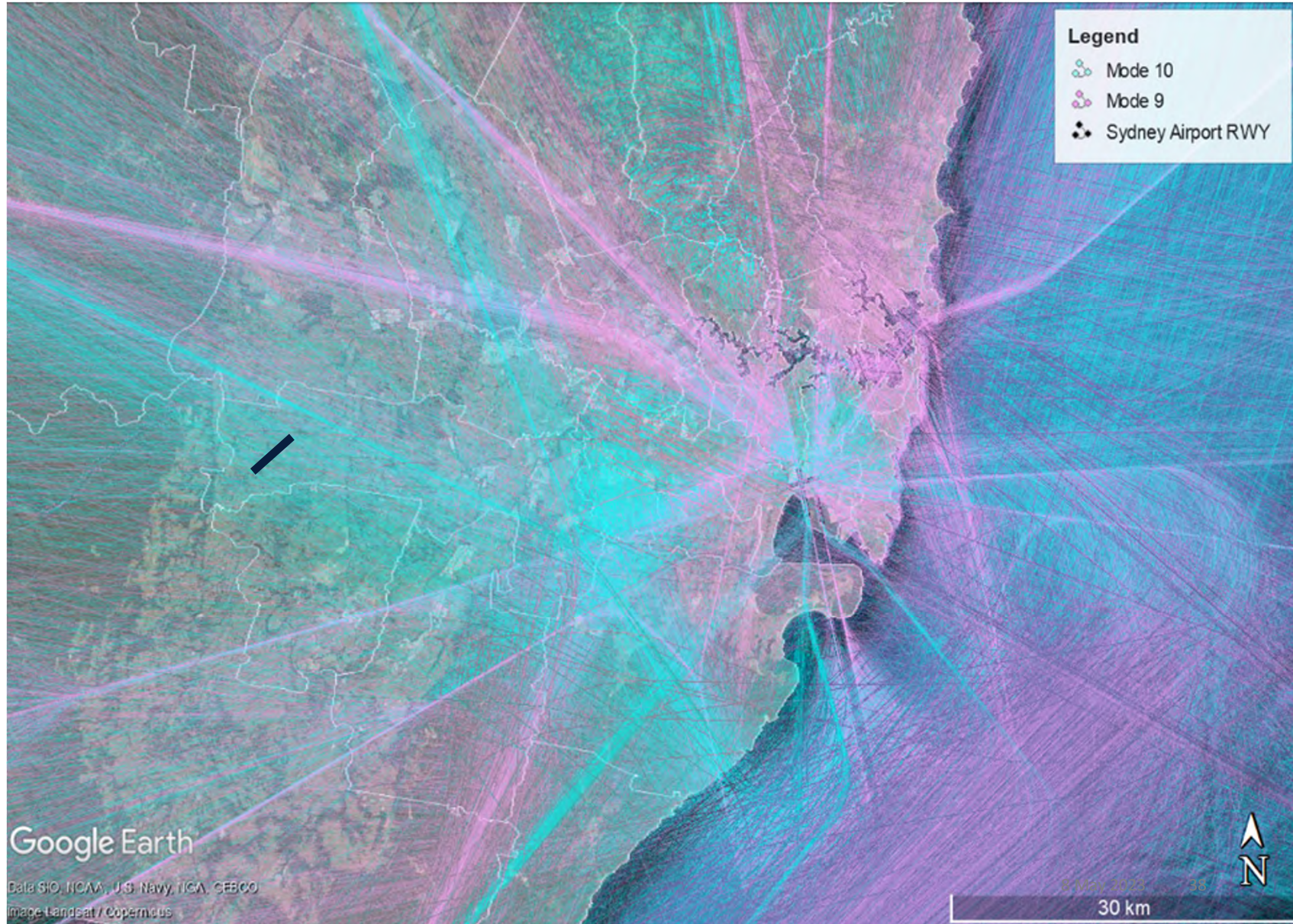




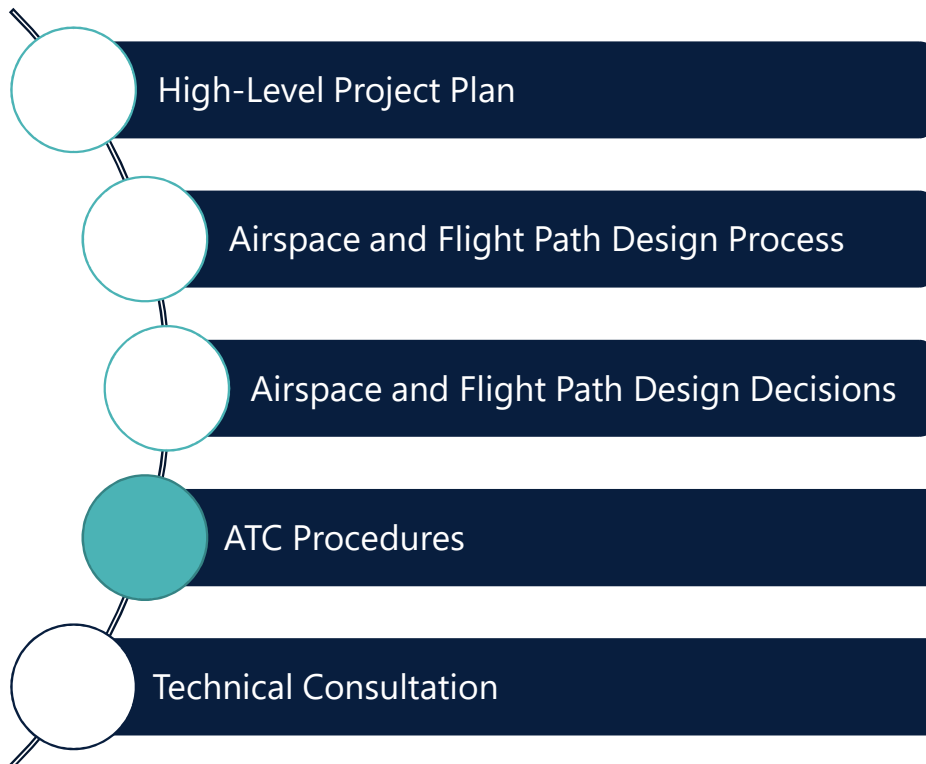
KSA

Some changes will be required to maintain safety

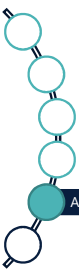
No change to noise sharing arrangements



ATC Procedures



- Established clear model of how the Flight Paths and airspace will be operated by Airservices Australia
- Key points:
 - Coordination
 - PBN separation
 - Internal airspace sectorisation
 - Departure processing
 - Arrival processing
 - Military interactions



Flight Procedure Separation

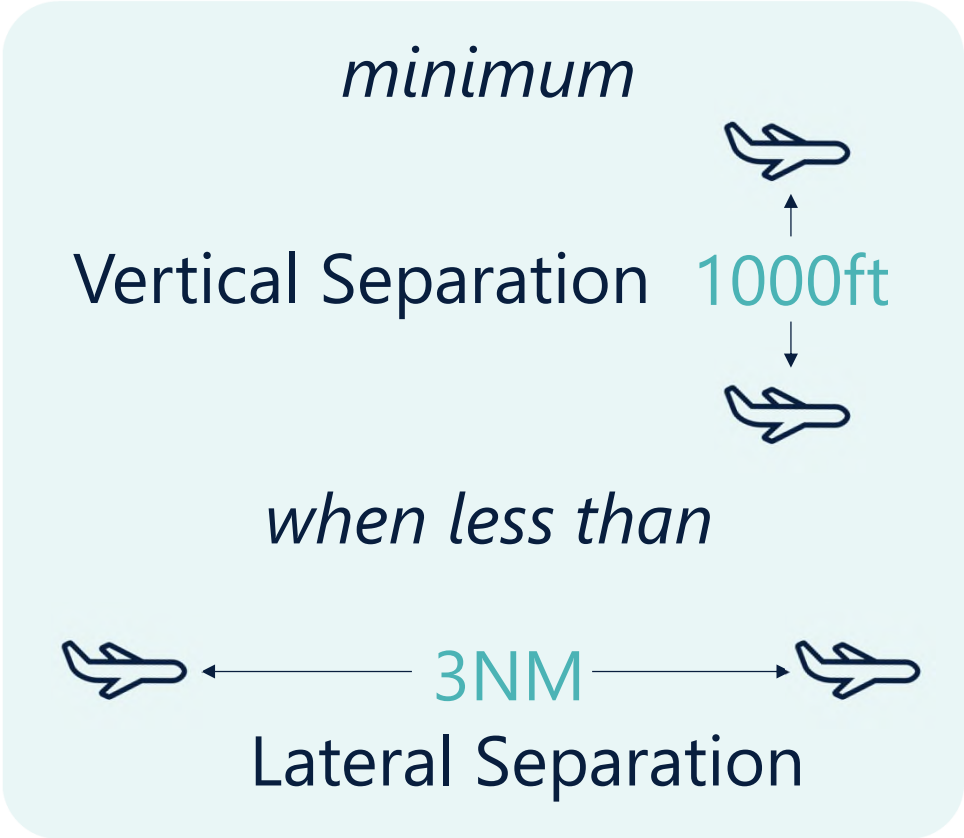
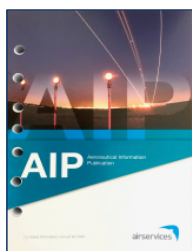
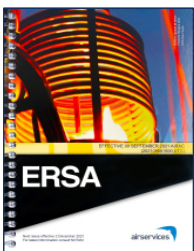
SID Standard Instrument Departure

STAR Standard Instrument Arrival

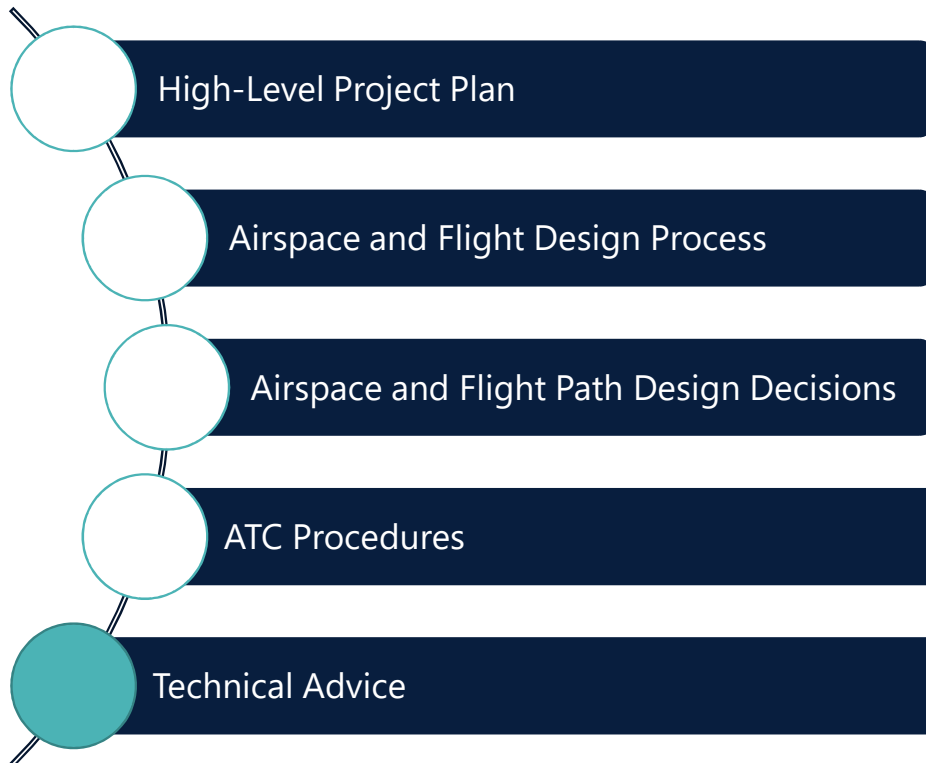
IFP Instrument Flight Procedure



Designed to Required Navigation Performance 1 (RNP1) standards



Technical Expert Advice



- Sought technical expert advice from the users and operators of the new WSI airport and associated flight paths
- Sought input from experts with experience in aircraft environmental impacts such as emissions and overflight noise



Technical Expert Advice

Technical Advice

Technical experts include:

- Airlines
- Industry bodies
- Airports

Other stakeholders such as Airservices, CASA, and Defence have been engaged through the governance process

This consultation is on-going



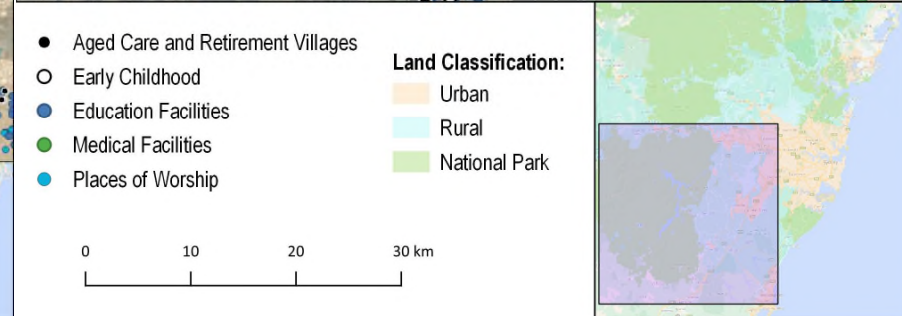
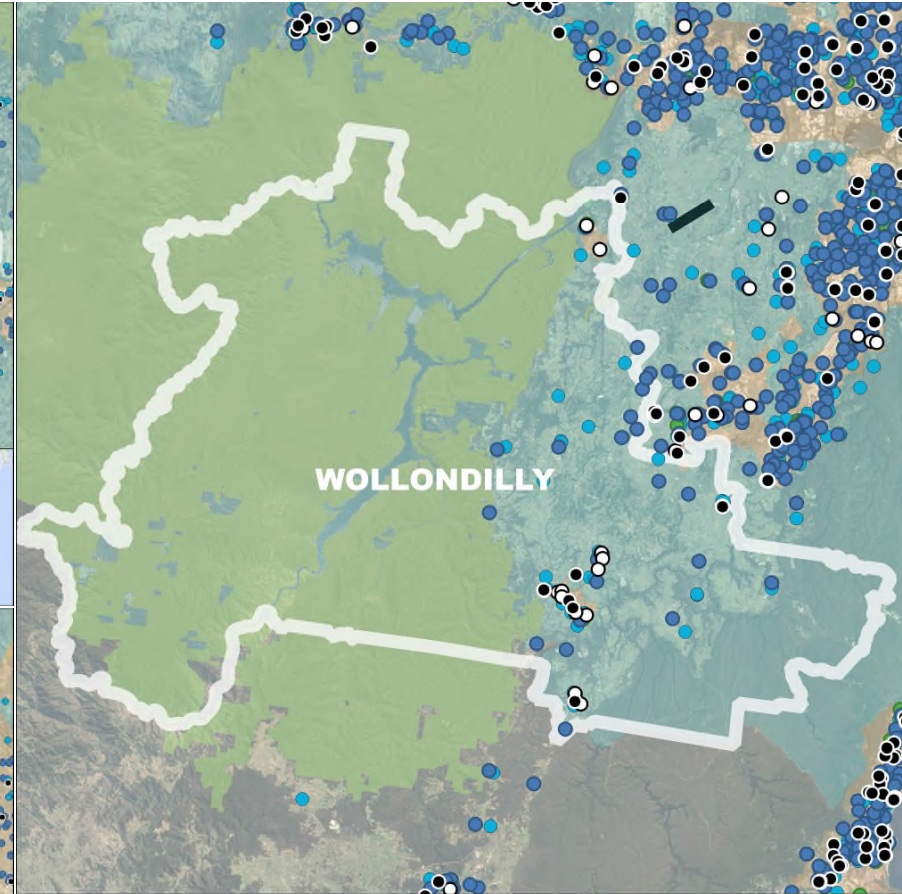
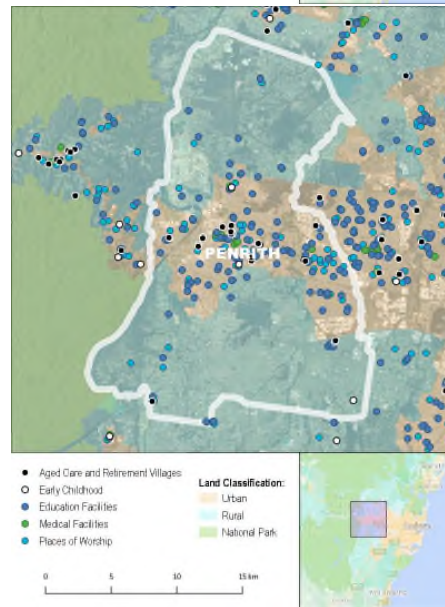
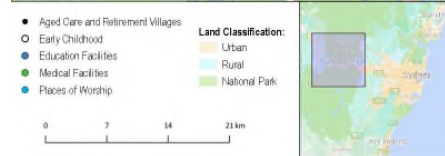
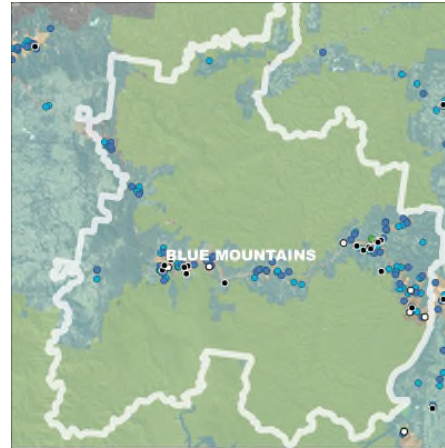


Social Impact Analysis

Technical Advice

Typical data includes:

- people's way of life - community values and/or functions
- impacts on culture, history, and ability to access cultural resources
- communities' quality of life
- communities' physical and mental health and well-being,
- livelihoods



Thank you

- High-Level Project Plan
- Airspace and Flight Path Design Process
- Airspace and Flight Path Design Decisions
- ATC Procedures
- Technical Advice

