

Question on notice no. 268

Portfolio question number: SQ23-005091

2023-24 Supplementary Budget estimates

**Rural and Regional Affairs and Transport Committee, Infrastructure,
Transport, Regional Development, Communications and the Arts Portfolio**

Senator Bridget McKenzie: asked the Airservices Australia on 2 November 2023—

On behalf of residents in the community, I have received the following report:

"Representatives from Airservices recently attended an airport noise community forum at Little Bay (29 June 2023) . The forum was meant to be in response to concerns from residents at La Perouse, Little Bay and Phillip Bay about increased noise from jet aircraft not adhering to flight corridor G.

Airservices ignored the data provided to them and spent the early part of the forum refuting residents claims of deviating aircraft and increased noise, and to add insult to injury they suggested it was all being imagined. (Windows that have never rattled before now rattle with the vibrational noise, it is hard to argue that windows are just imagining it!) .

Airservices then used the forum to announce that for an undefined safety reasons they were going to institute a new SID (KEVIN SEVEN) with new waypoints that might ameliorate the situation as it would reduce the total spread of jet aircraft. What this new SID does is legitimise the abandonment of the 1998 LTOP Corridor G, as it specifically moves the flight corridor and noise closer to La Perouse and legitimises the increased noise that residents were complaining about."

Do Airservices consider this appropriate public engagement?

Answer —

Please find answer attached.

Rural and Regional Affairs and Transport

QUESTION ON NOTICE

Supplementary Budget Estimates 2023 - 2024

Infrastructure, Transport, Regional Development, Communications and the Arts

Committee Question Number: 268

Departmental Question Number: SQ23-005091

Division/Agency Name: Agency - Airservices Australia

Hansard Reference: Written (02 November 2023)

Topic: AIRSERVICES - Public engagement regarding abandonment of Corridor G at Sydney Airport

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Do Airservices consider this appropriate public engagement?

Answer:

Airservices spent two and a half hours at this forum addressing questions from members of the community on operations at Sydney Airport. Airservices is conducting community engagement for these changes on an informal basis, as defined by the International Association of Public Participation's Spectrum of Public Participation. The level of engagement reflects the lack of negotiables available with this flight path change. The change is to address a critical safety requirement to increase separation between aircraft by enabling departing aircraft from runway 16L to gain more altitude above arrivals for runway 16R.

Aircraft tolerances will be more precise under the new KEVIN SEVEN Standard Instrument Departure (SID) than the existing KEVIN SIX SID as this reflects updated precision satellite navigation techniques.