Bankstown Airport Community Aviation Consultation Group Meeting

Minutes – 19 October 2026

Time: 10am–12pm

Location: Bankstown Airport Terminal

Attendees

Present	Company/Organisation
Deborah Palmer	Chairperson
Tom Smith	Aeria Management Group (AMG)
Peter Munro	AMG
Jenny Noble	City of Canterbury Bankstown (CBC)
Councillor Wendy Lindsay	CBC
Kyou Won Rhee	CBC
Timothy Gill	Airservices Australia (ASA)
Bonnie Mo	ASA
Thomas Morgan	Newborn & paediatric Emergency Transport Service (NETS)
Tony Luck	Padstow Rotary
Ian Stenning	Community member
Amelia Crocker	Community member
Phil Shortus	Community member
Vi Girgis	University of Sydney (UoS)
Professor Joachim Gudmundsson	UoS
Dr Bernd Schultz	UoS
Emily Brazel	Department of Infrastructure, Transport, Regional Development, Communication, Sport and the Arts (DITRDCSA)
Justin Barrington-Higgs	DITRDCSA

1. Opening

1.1. The Chair opened the meeting at 10am and gave an Acknowledgement of Country to the traditional owners of the land on which Bankstown Airport (the Airport) is located, the Darug people, and paid her respect to Elders past, present and emerging.

1.2. The Chairperson introduced themselves and welcomed members and Professor Joachim Gudmundsson and Dr Bernd Schultz from the University of Sydney who were attending the meeting to provide an update.

1.3. The Chairperson outlined the agenda and all attendees, in person and online, introduced themselves.

Actions arising:

1.4. Action 1: DITRDCSA to update the CACG about recommendations for further action in the implementation of the National Airports Safeguarding Framework (NASF). Update: DITRDCSA wrote to AMG on 7 August 2026 and advised that consultation on the update to the NASF Guideline A under the Australian Government's Aviation White Paper – Toward 2050 (Aviation White Paper) Initiative 36 had been completed and the guideline was progressing to final review. Action Closed.
1.5. Action 2: Establish a small working group to discuss options that would enable larger aircraft to use Bankstown Airport. Update: Being considered by AMG. Action Open.
1.6. Action 3: Present the Draft Master Plan to the CACG. Update: Addressed at the October meeting. Action Closed.
1.7. Action 4: Provide the CACG with more information about the proposed Northern Precinct development when consultation begins. Update: Addressed at the October meeting. Action closed.

2. AMG presentations and updates

Bankstown Airport Master Plan 2027 and Northern Precinct Major Development Plan

2.1. AMG provided a detailed briefing on the draft Bankstown Airport Master Plan 2027 (Master Plan 2027) and Northern Precinct Major Development Plan (MDP).
2.2. Given the early stage of consultation and that the documents are still being developed, ahead of public exhibition in early 2027, the detailed meeting notes for this item and the presentation will not be made publicly available at this time.
2.3. AMG noted that they have chosen to consult on Master Plan 2027 and the Northern Precinct MDP at the same time to avoid any confusion in the community and to reduce consultation fatigue.
2.4. Members were invited to make comment/ask questions at the meeting or reach out to AMG directly following the meeting.
2.5. Members were also invited to provide any advice on the consultation methodology. The suggestions made will be considered as part of the development of the engagement plan during the public exhibition period.
2.6. CBC requested the Australian Noise Exposure Forecast (ANEF) map be provided to Council in a GIS format once finalised for consultation.
2.7. AMG committed that members will be provided with the documentation just prior to the start of the public exhibition period, in early 2027. The public exhibition and consultation period will be for 60 business days. The community will be invited to make comment at this time.

AMG airport update

2.8. Work on the Birdwood Road mixed-use development, on airport land in Georges Hall, started in October. Community members were invited to a community morning tea that is being hosted by AMG on Thursday 22 October at the development site. Details to be provided to community members following the meeting.
2.9. The separate South Tower Road development at the airport is under construction and scheduled for completion in 2027. The development includes a new hangar and related facilities that have been leased by NSW National Parks and Wildlife Service.
2.10. AMG is close to finalising tenants for a new retail site at the south of the airport, at the intersection of Tower Road and Henry Lawson Drive.

3. Airservices Australia presentation and update

Noise Complaints and Information Service

3.1. ASA provided an update on contacts received by its Noise Complaints and Information Service (NCIS) for June to September 2026.
3.2. There were 1,356 contacts from 156 individual complainants, including 111 new complainants.
3.3. Complainants were recorded across 87 suburbs. Loftus recorded the highest number of complainants, with 22, followed by Alfords Point and Blaxland, with 8 each. Sixty-seven suburbs recorded a single complainant.
3.4. General aviation traffic accounted for 72 per cent of the issues shown in the presentation, followed by helicopters at 20 per cent and training at 6 per cent. Non-noise matters and community engagement each accounted for 1 per cent.

3.5. The most common general aviation issue was standard daytime operations, with a count of 92 in the presentation. Other issues included emergency service operations at night (12) and standard operations at night (10). The most common helicopter issue was emergency service operations at night (25). Training issues included fixed-wing circuit training (eight) and training areas (one).
3.6. ASA outlined its online aircraft noise report, available at https://aircraftnoise.airservicesaustralia.com/. Users can enter their address or select Sydney to access flight information and the Sydney complaints report and filter the results for Bankstown or Camden airports.
3.7. AMG acknowledged that 111 new complainants was a high figure for Bankstown Airport. ASA noted the unprecedented airspace and flight path changes associated with the introduction of Western Sydney International Airport (WSI) but advised that complaints had been lower than anticipated. ASA indicated that approximately half of the complaints relating to Bankstown Airport concerned activity in the new Southeast VFR corridor, which was introduced by CASA in July 2026, to improve safety and respond to increased airspace congestion. A community member also reported an increase in low-flying NSW Police Aviation Command (PolAir) activity during the same period and suggested this may have contributed to complaints.

Proposed updates to the Community Engagement Standard

3.8. ASA outlined proposed updates to its Community Engagement Standard (CES). These include clarifying changes outside the scope of the CES, such as safety-critical and mandatory operational changes, longer-term scheduled runway maintenance and changes to airport schedules or operating hours.
3.9. The proposed updates would move publication of the Community Engagement Plan to Step 2, alongside project material, with Step 1 reserved for internal planning. They would also clarify minimum engagement periods, particularly for Level 1 and Level 2 flight path and airspace change proposals.
3.10. The updated CES would require alternative, non-digital methods for accessing information and providing feedback, such as postal services, to be available where possible. It would also include the requirement to review the CES every two years and the Government's expectation of industry-wide application.
3.11. ASA advised that community members on its Engage Airservices and NCIS databases, state MPs, local councils, CACGs and peak bodies had been notified of the proposed changes.
3.12. Feedback is open until Monday 23 November 2026. An overview factsheet, detailed table of proposed changes and feedback form are available at https://engage.airservicesaustralia.com/updates-to-the-ces.
3.13. The Chairperson undertook to share the details of the consultation with members following the meeting.

4. Updates from local council and other MPs

4.1. CBC advised that it is reviewing its Economic Development Strategy, with the Bankstown Airport Master Plan and Northern Precinct MDP expected to provide key inputs. CBC acknowledged the airport's role as a major local employer. It was noted that most of the airport workforce works a 7am–3pm shift. CBC suggested using the airport's economic contribution and employment figures to support discussions with the NSW Government about road and public transport improvements.
4.2. CBC noted that a proposed 24-storey building at Padstow is being considered through the Housing Delivery Authority (HDA) planning pathway. AMG advised that CBC and Liverpool City Council consistently refer development proposals to AMG for assessment of potential aviation height and safety impacts. AMG undertook to clarify whether the Padstow proposal should be referred to AMG for comment.

5. Other attendee updates and general business

ARC Research Hub for the Future of Aviation – University of Sydney

5.1. Professor Joachim Gudmundsson and Dr Bernd Schultz from UoS presented the proposed Australian Research Council (ARC) Research Hub for the Future of Aviation.
5.2. The proposed Hub would bring industry, government and universities together in a five-year partnership to address shared aviation challenges. The proposal seeks up to $10 million from the ARC within a total program of $10–20 million, subject to funding.

5.3. The hub aims to connect aviation data with advanced mathematics, optimisation, artificial intelligence (AI), simulation and human factors to support safer, faster and more efficient decisions across aircraft, airlines, airports and airspace. The research program is intended to be co-designed with industry and shaped by the Aviation White Paper.
5.4. Four connected research programs were outlined: intelligent aviation operations; trusted aviation data and decision intelligence; safe and human-centred aviation; and sustainable and future aviation.
5.5. The programs would address operational planning, scheduling, disruption and capacity; secure data sharing, digital twins and decision support; AI assurance, predictive maintenance and human factors; and fuel efficiency, emissions and future aircraft and propulsion technologies.
5.6. The presentation highlighted previous research collaborations, including UoS' work with Qantas on its constellation flight planning system and UNSW Sydney aviation research on airline delay coding, operational analytics and airport systems optimisation.
5.7. Industry participants were invited to help identify challenges and co-design the program. An industry co-design workshop is planned for late October 2026, with non-binding letters of support sought by 11 November 2026 and the application due on 25 November 2026. A funding outcome is expected in August–September 2027, with commencement proposed for 2028.
5.8. Interested members and their organisations can contact Dr Bernd Schulz at bernd.schulz@sydney.edu.au or on 0403 067 164, Lorda Omeissah at lorda.omeissah@unsw.edu.au or on 0413 044 332, or Professor Joachim Gudmundsson at joachim.gudmundsson@sydney.edu.au.

6. Meeting close

6.1. The meeting closed at 12pm and members were invited to stay for lunch.
6.2. Community members were invited to attend a site tour immediately following the meeting. The site tour covered visits to Little Wings and the Air Traffic Control Tower.

7. Next meeting

7.1. The date of the next Bankstown Airport CACG will be in March 2027, with the meeting date to be confirmed.

ACTION ITEMS

Item	Meeting arising	Action	Responsibility	Status
1. Runway upgrade working group	Nov 2025	Establish a small working group to discuss options that would enable larger aircraft to use Bankstown Airport.	AMG	Open
2. ANEF in GIS format	Oct 2026	Provide the ANEF to CBC in GIS format when released for consultation	AMG	Open
3. Birdwood Road morning tea	Oct 2026	Provide the details of the Birdwood Road morning tea to community members	AMG	Sent on 20 October. Closed.
4. Community Engagement Standard	Oct 2026	Details of the Airservices Australia Community Engagement Standard consultation to be shared with members	Chairperson	Sent on 20 October. Closed.
5. Padstow proposal referral to AMG	Oct2026	Consider if the Padstow 24-storey building proposal should be referred to AMG for comment	AMG	Open
6. ARC Research Hub for the Future of Aviation	Oct 2026	Details of the ARC Research Hub for the Future of Aviation to be shared with members	Chairperson	Sent on 20 October. Closed.

Bankstown CACG

October 2026

Airservices Update

- Noise Complaints and Information Service (NCIS) summary
- Other updates
- Questions

NCIS UPDATE
June – September 2026

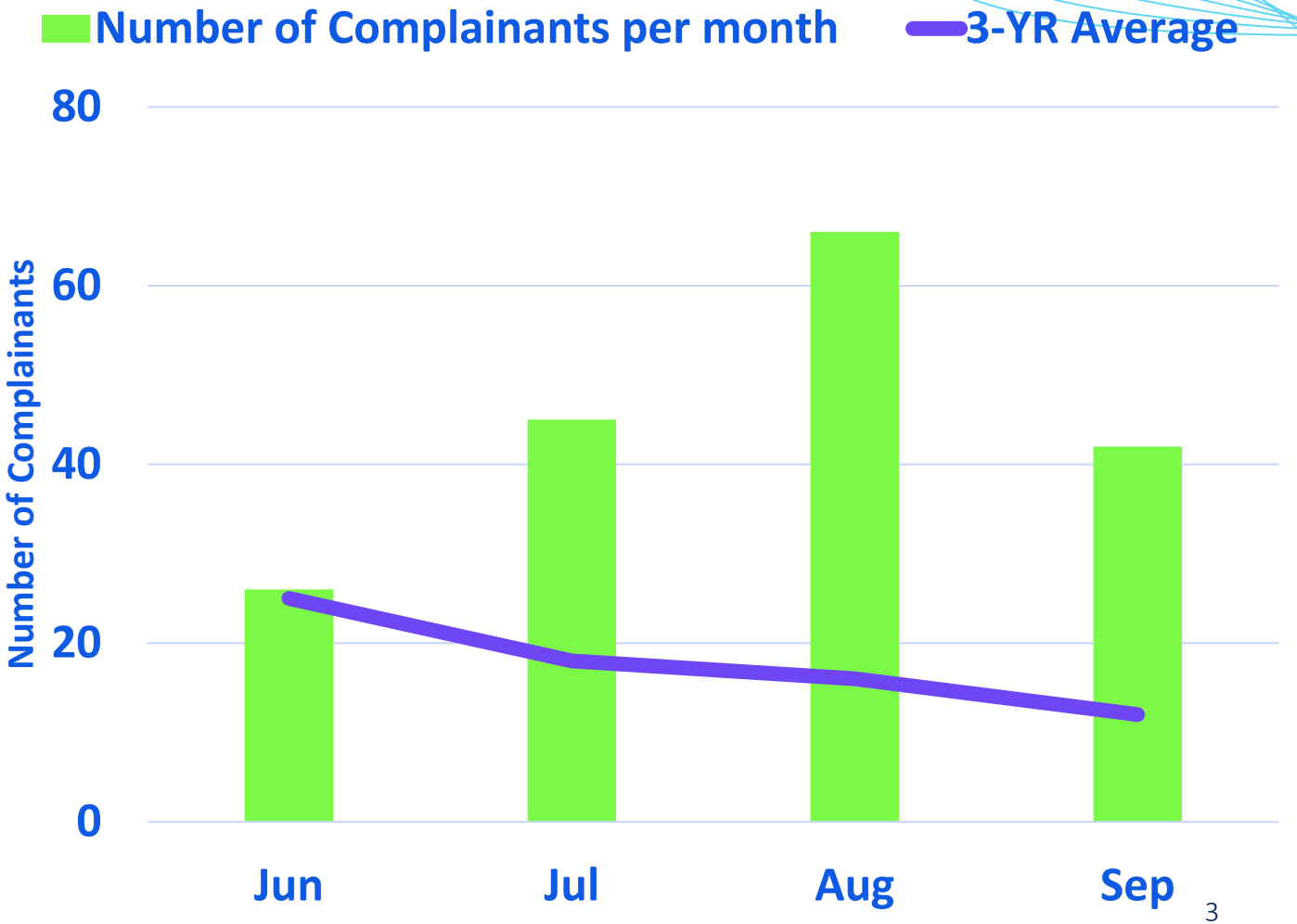
Complainants

— 156 individual complainants
- 1356 contacts
- 111 new complainants

Suburb

— 87 suburbs recorded a complainant
- Loftus – 22
- Alfords Point – 8
- Blaxland – 8

— 67 suburbs recorded a single complainant



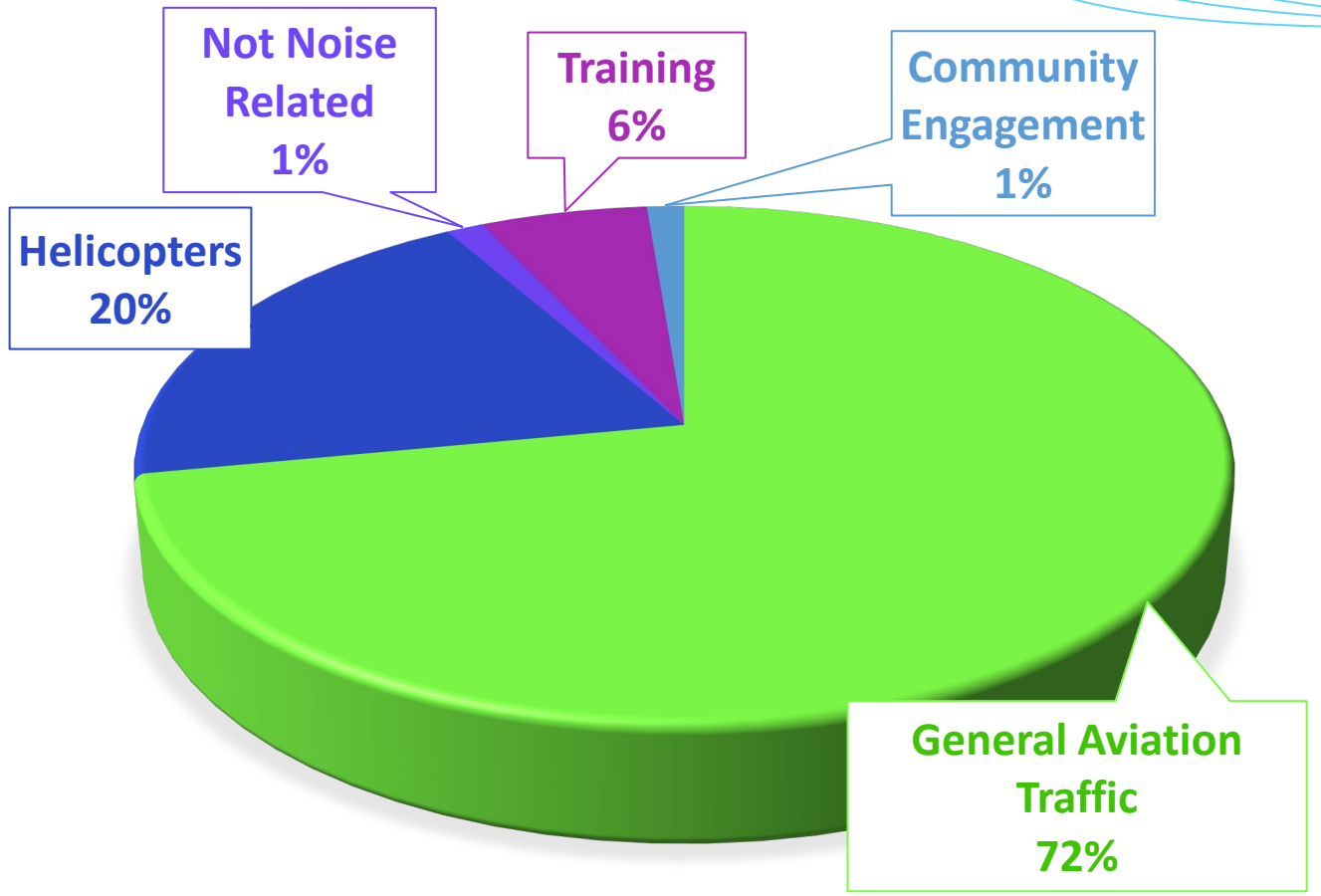
NCIS UPDATE
June – September 2026

Issues

— **General aviation**
- standard operations day – 92
- emergency services night – 12
- standard operation night – 10
- airwork – 2
- emergency services day – 2
- outside controlled airspace – 1

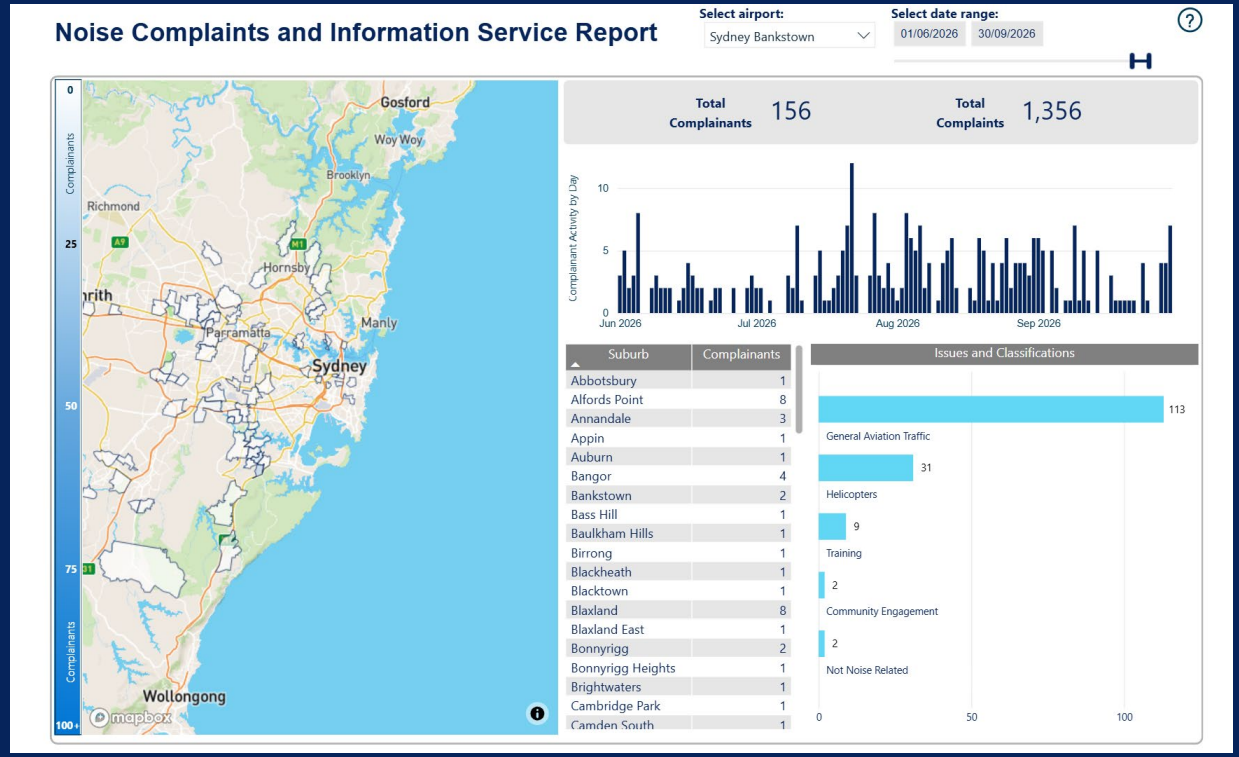
— **Helicopters**
- emergency services night – 25
- emergency services day – 3
- standard operations day – 2
- airwork – 2

— **Training**
- fixed wing circuit training – 8
- training area – 1



Online noise report

- Available on our website at: https://aircraftnoise.airservicesaustralia.com/
- Enter your address or select Sydney
- What flight disturbed me and Sydney complaints report
- Filter on Bankstown or Camden



Proposed updates to the Community Engagement Standard

1. **Clarifying which changes are outside the scope of the CES**
   - Reference to safety-critical changes, mandatory operational changes, longer-term scheduled runway maintenance works, changes to an airport's schedule or hours of operation

2. **Updating engagement steps and reporting**
   - Community Engagement Plan will now be released in Step 2, alongside the project material and Step 1 will now be reserved for internal planning

3. **Clarification on engagement timeframes**
   - Clearer indication around the minimum engagement period for each step, especially for Level 1 and Level 2 flight path and airspace change proposals

4. **Inclusive engagement**
   - The updated CES includes a new requirement that alternative, non-digital methods for accessing information and providing feedback, such as postal services, be available where possible.

5. **Inclusion of government expectations**
   - The directive that the Community Engagement Standard is to be reviewed every two years, and the expectation of industry-wide application of the Standard has been added to the updated document.

Proposed updates to the Community Engagement Standard

- Community members on Engage Airservices database and NCIS database were notified
- State MPs, local council, CACGs and peak bodies were notified
- More information can be found in the **Overview factsheet**
- A detailed table outlining all the changes can be found in the **Detailed proposed updates factsheet**
- Feedback is open until **Monday 23 November 2026**

All project information and the feedback form can be found on the project webpage:
https://engage.airservicesaustralia.com/updates-to-the-ces

Thank you

ARC Research Hub for the Future of Aviation

Connecting data, advanced mathematics, optimisation, AI, simulation and human factors to transform decision-making across aircraft, airlines, airports and airspace.

Prof Joachim Gudmundsson, Professor for Computer Science, The University of Sydney
Dr Bernd Schulz, Senior Lead Industry Engagement, The University of Sydney

19/10/2026

THE UNIVERSITY OF SYDNEY

UNSW

A NATIONAL OPPORTUNITY

Critical to Australia.

Aviation underpins Australia's economy, trade, tourism and freight. It connects our regions and is critical to national resilience.

More demand. Finite capacity.

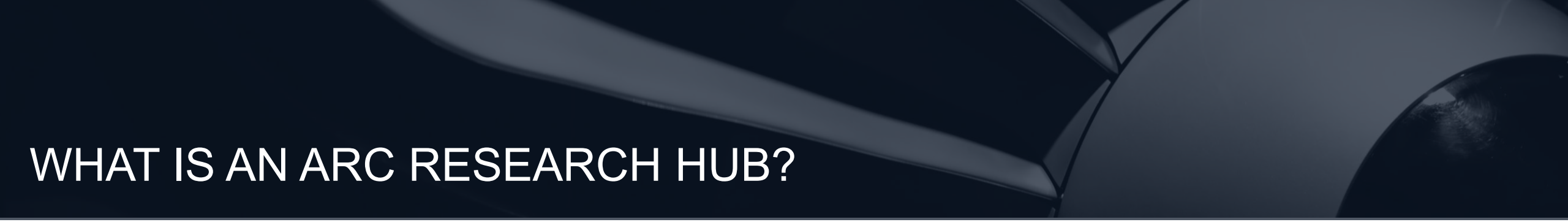
The sector must achieve more with constrained infrastructure and workforce capacity, while managing rising costs, disruption, emerging technologies and the transition to net zero.

A national data opportunity.

Aircraft, airports, airspace, weather and maintenance systems generate enormous volumes of data. Connecting this data across the ecosystem can support safer, faster and more efficient decisions.

The Hub's ambition is to turn aviation data into trusted intelligence that enables safer, faster and more efficient decisions.

Co-designed by Industry and shaped by the Australian Aviation White Paper: Towards 2050



WHAT IS AN ARC RESEARCH HUB?

A proposed five-year partnership bringing industry, government and universities together to solve industry challenges.

Industry-led research program

Shape research around shared operational challenges, improving capacity, reliability and resilience across aviation.

Multiplied investment

Seeking up to A$10 million from the Australian Research Council (ARC), within a proposed A$10–20 million program.

Across the aviation ecosystem

The proposed Hub brings together airlines, airports, technology providers, associations, government and regulators to tackle shared challenges.

Solutions and skilled people

Turn research into impactful solutions. Recruit researchers trained on industry problems and exchange knowledge with your staff.

ONE HUB. FOUR CONNECTED RESEARCH PROGRAMS.

Industry-defined challenges. Cutting-edge research. Real-world impact.

01 INTELLIGENT AVIATION OPERATIONS

Optimisation · Scheduling · Networks · Disruption · Capacity

Transform planning and operations across airlines, airports and airspace through advanced mathematics, optimisation and AI.

IMPACT **Greater reliability, productivity and utilisation of aircraft, infrastructure and airspace.**

02 TRUSTED AVIATION DATA & DECISION INTELLIGENCE

Data · Digital Twins · Prediction · Decision Support

Connect and gain value from fragmented data through secure sharing, predictive analytics, digital twins and real-time decision support.

IMPACT **Faster, better and more coordinated decisions across the aviation ecosystem.**

03 SAFE & HUMAN-CENTRED AVIATION

Safety · Human Factors · AI Assurance · Maintenance · Resilience

Develop and validate trusted AI, predictive maintenance and human-centred AI decision-making for safety-critical aviation environments.

IMPACT **Technology that strengthens safety, trust, resilience and human performance.**

04 SUSTAINABLE & FUTURE AVIATION

Fuel · Emissions · Trajectories · Future Aircraft · Net Zero

Optimise fuel, trajectories and operations while preparing Australia's aviation system for future aircraft and propulsion technologies.

IMPACT **Lower costs and emissions and a more resilient future aviation system.**

CASE STUDY: FROM STUDENT PROJECT TO GLOBAL IMPACT

THE UNIVERSITY OF SYDNEY | QANTAS

A partnership that took off – from a conversation to world-leading aviation innovation

OUR JOURNEY TO IMPACT

1. CONNECT

Collaboration started with a **6 month ESIPS** undergraduate student internship exploring aviation operations and optimisation.

2. EXPLORE

Early success led to deeper engagement between USYD researchers and Qantas teams to understand real-world challenges.

3. PILOT & RESEARCH

Joint research to test ideas and develop advanced approaches to flight planning, fuel efficiency and operations.

4. STRATEGIC PARTNERSHIP

Partnership expanded into a multi-year, multi-million dollar research program with shared vision and strategic alignment.

5. INNOVATION OUTCOME

Development of **"Constellation" 4D Flight Planning System** – next-generation flight planning technology.

6. GLOBAL IMPACT

Deployed across the Qantas network to improve efficiency, reduce fuel burn, cut emissions and drive long-term value for business and society.

IMPACT AT A GLANCE

1 TONNE OF FUEL SAVED
on a single Sydney–Santiago flight

~50 MILLION KG
reduction in carbon emissions each year

A$18–26 MILLION
estimated fuel cost savings each year*

Significant operational efficiency and productivity improvements across the Qantas network

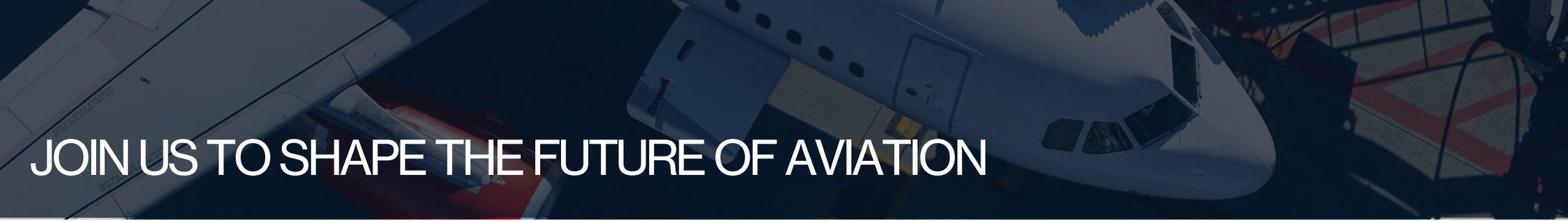
> *"We did a Sydney to Santiago flight – we saved one tonne of fuel on that flight by getting a better flight path. And we're going to reduce our carbon emissions because of that system by around 50 million kilograms each year... numbers are massive... huge impact on our business."*

Alan Joyce
Qantas CEO
(at the time of announcement)

KEY LESSON Transformational impact starts with a conversation. Through partnership, trust and shared commitment, ideas become innovations that change industries and shape a sustainable future.

Education · Research · Collaboration · Strategic Alignment · Trust · Sustainability · Impact

* Based on average jet fuel prices A$0.90–A$1.30 per litre. Actual savings vary with fuel price, network and operational factors.



JOIN US TO SHAPE THE FUTURE OF AVIATION

Late Oct
2026

Industry co-design workshop

11 Nov
2026

Non-binding letter of support

25 Nov
2026

Application closes

Aug–Sep
2027

Funding outcome

2028

Hub commencement

Let’s connect! We don't need you to arrive with a project. Join us to shape the challenges and co-design the program.

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