

# SYDNEY AIRPORT COMMUNITY FORUM



**Dr Brendan Nelson MP**

Federal Member for Bradfield  
Chair

**Mr Anthony Albanese MP**

Federal Member for Grayndler

**The Hon Bruce Baird MP**

Federal Member for Cook

**Cr Mairaed Bilmon**

Wentworth Community

**Cr Mark Bonanno**

Mayor of Ashfield

**Mr Bill Bourke**

Australian Air Transport Association

**Mrs Kerry Chikarovski MLA**

State Member for Lane Cove

**Mr John Clarke**

Upper North Shore Community

**Cr Barry Cotter**

Mayor of Marrickville

**Cr Mick Frawley**

Mayor of Hurstville

**The Hon Deirdre Grusovin MLA**

State Member for Heffron

**Mr Kevin Hill**

Kurnell Community

**Cr Steve Holroyd**

Rockdale Council

**The Hon Joe Hockey MP**

Federal Member for North Sydney

**Mr David Lidbetter**

Inner West Community

**Mr Robert McClelland MP**

Federal Member for Barton

**Mr John Murphy MP**

Federal Member for Lowe

**Ms Sandra Nori MLA**

State Member for Port Jackson

**Ms Maria Patrinos**

CRAAN

**Mr David Saul**

Sydney Airport Forum Pty Ltd

**Cr Kevin Schreiber**

Mayor of Sutherland Shire

**Cr Ross Sheerin**

Bennelong Community

**Cr Dominic Sullivan**

Mayor of Randwick

**Cr Fran Teirney**

Mayor of Lane Cove

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[www.dtrs.gov.au/airports/sacf/sacf1.htm](http://www.dtrs.gov.au/airports/sacf/sacf1.htm)

6 August 1999

**The Hon John Anderson MP**

Deputy Prime Minister

Minister for Transport and Regional Services

Parliament House

CANBERRA ACT 2600

Dear Deputy Prime Minister

I am writing to convey to you the resolutions from the twentieth meeting of the Sydney Airport Community Forum (SACF) held on 16 July 1999. In addition to these resolutions I am also conveying a number of outcomes from the meeting for your consideration.

Before doing so, I would like to on behalf of the Forum congratulate you on becoming Deputy Prime Minister and Leader of the National Party and pass on our best wishes for you.

At the recent meeting, Members again discussed the issue of the Precision Runway Monitor (PRM) and adopted the following resolution

*That LTOP be fully implemented and operating in conformance with its stated objectives before the Environmental Impact Statement (EIS) process pursuant to the Environment Protection (Impact of Proposals) Act 1974 for the Precision Runway Monitor (PRM) is commenced.*

*This motion recognises the presentation and report to SACF in February 1999 in which it was made clear that, any EIS must and can only be undertaken in light of environmental impacts of actual pre-existing environmental impacts.*

*Hence, any EIS conducted without the benefit of a fully implemented LTOP will thus disguise and ignore any adverse environmental impacts of PRM on the LTOP itself.*

*This motion calls upon the Minister to clarify which power Airservices is acting on in the purchase, assessment and implementation of PRM.*

*Also SACF specifically calls upon the Minister to clarify whether PRM will be subject to a Terms of Reference, and whether one will be necessary.*

In response to advice presented by Airservices on its process and plans for developing a Notice of Intent (NoI) under the *Environment Protection (Impact of Proposals) Act 1974*, members expressed their concern that they are not being fully informed by Airservices regarding

the proposal to use PRM from the north. Given your assurances to the Forum that it will be fully consulted on the proposal, members believe that they should be given an opportunity to consider all of the options being evaluated in the development of the proposed procedures for PRM operations.

Additionally, the Forum should have an opportunity to comment on a draft of the NoI prior to it being lodged with Minister Hill. The Forum seeks your intervention in this matter.

Members discussed the development of a project plan by Airservices for LTOP and resolved the following:

*In light of Dr Brendan Nelson's letter to Airservices Australia of 21 April 1999*

*"Consistent with basic strategic planning of any organisation of a reasonable size, what is required is an outline of not only how LTOP has developed, progress which has been made but what plans Airservices has for the further implementation of LTOP and when each step is likely to be implemented"*

*and the response from Airservices in their letter dated 5 May 1999,*

*"I consider that I have already provided the SACF, at its 26 February 1999 meeting, with a detailed report on Airservices Australia's work program for the LTOP. At that meeting, you will recall I listed the Ministerial directions under LTOP, the progress that had been made to date and the future plans in relation to each direction. I also went to some length to detail the other major projects currently being undertaken by Airservices such as TAAATS, business transition planning and planning for the Olympics as well as the implications of the BASI report into Airservices. At this stage, I believe there is little more I can add over and above the LTOP implementation plan I detailed at the February SACF meeting."*

*and also in light of the Minister for Transport and Regional Services response to Question 658 in Senate Estimates*

*"On 30 July 1997 the then Minister directed Airservices Australia to implement progressively the Sydney Airport LTOP. No completion date was specified by the Minister."*

*SACF calls upon the Minister to direct Airservices to prepare:*

*A project plan which includes:*

- (i) Project steps, including
  - (a) parent and child tasks*
  - (b) discrete start and end dates for each tasks*
  - (c) task allocation to specific persons*
  - (d) milestone dates**
- (ii) Baseline Analysis*
- (iii) Budget analysis directly flowing from this project analysis*
- (iv) Project scheduling including
  - (a) time,*
  - (b) personnel and*
  - (c) money targets to actual completion dates and other forecasts**
- (v) Change Management reporting including changes to proposed project steps*

(vi) *Expectations Management reporting.*

*This motion notes that the existing presentation of project management is inadequate in that it does not:*

- (a) *Stipulate discrete completion dates for the full implementation of LTOP*
- (b) *Stipulate all management criteria essential to implementation of LTOP including*
  - (i) *Times for completion of each task*
  - (ii) *Times of achievement of flight movement percentages and respite objectives.*

*It is also moved that SACF forthwith call on the Minister to require Airservices to fully comply with the spirit of the SACF (B Nelson MP) letter of 21 April 1999.*

The Members passed the following resolution after discussing the boundaries of the aircraft noise insulation project in the light of the number of movements to the north of the Airport

*That SACF notes the number of aircraft movements to the North of the Airport is substantially more than the targets set in the LTOP.*

*We note that in the 1999/2000 Budget, the Federal Government agreed to give insulation to a limited number of residents north of Stanmore Road. Whilst supporting this decision, SACF reiterates our strong view that insulation should be given to all those who were included in the original Sydney Airport Insulation Project.*

*To ensure revenue neutrality the Government should utilise the Aircraft Noise Levy, by either increasing the above amount \$3.40 or by extending the period in which it applies.*

The Forum received a presentation from the Australian Defence Forces (ADF) concerning its Pre-Olympic Counter Terrorist Exercise scheduled for July/August 1999 which members discussed at length. The Forum was particularly concerned at proposals to fly operations after 11pm. The following resolution was passed.

*SACF notes Australian Defence Force (ADF) advice that there is no operational impediment to Exercise Pegasus activities taking place in non-curfew hours. Following consultation with ADF personnel, SACF calls on the Premier and NSW Government to work with agencies to urgently facilitate transfer of Exercise Pegasus to non-curfew hours.*

This is now a matter for the ADF and the NSW Government to urgently deal with.

The Forum discussed the possible insulation of St Luke's Anglican Church in Enmore and passed the following resolution.

*SACF calls upon the Minister to expand the insulation program to take in St Luke's Anglican Church, Stanmore Road, Enmore given its close, if not immediate, proximity to the border of the scheme.*

The Church is outside the current insulation eligibility area but is considered somewhat unique in that it is between the two extended runway centre lines and is therefore close to two of the contours rather than one which is the usual case. I would appreciate you giving consideration to adding this Church to the insulation scheme, as at least providing some form of assistance to the Church.

The Forum considered a paper on the status of, and scope for, the introduction of the Global Positioning System (GPS) approaches to Sydney Airport. Airservices Australia and the Civil Aviation Safety Authority (CASA) advised the Forum that current developments in GPS may have the potential to bring forward the introduction of Trident. As you know, the Forum believes the Trident is an important LTOP initiative and I am writing to you to request that you take this issue up with Airservices and CASA so that it can be introduced at the earliest possible time.

The lack of progress on the Trident is a major concern for communities beyond five nautical miles north of the airport. I would appreciate your advice on the status of this project and the anticipated timeframe for Trident's introduction.

A standing item on the SACF agenda is the relationship between LTOP and the Slots scheme. The Department advised the Forum of the status of its work with the industry on schedule smoothing by the airlines in the non-peak hours at Sydney Airport. The Forum was extremely concerned to hear that the airlines are not willing to co-operate on the 'smoothing of slots' to facilitate greater use of the LTOP noise sharing modes. Members reiterated their view that this is not acceptable and that the allocation of slots under the *Sydney Airport Demand Management Act 1997* must be made compatible with the LTOP noise sharing arrangements. The Forum requested that I write directly to the major airlines and the Prime Minister on this very important issue. The Forum seeks your urgent consideration of this matter.

In addition to the above I undertook to SACF to express the Forum's disappointment that you were not able to respond to my letter of 11 June 1999 which conveyed resolutions from nineteenth meeting of the Forum, prior to the twentieth meeting.

I look forward to your early response on these issues.

Yours sincerely

**Signed by Chair**  
**6 August 1999**

Dr Brendan Nelson MP  
Chair  
Sydney Airport Community Forum